Second Series Vol. LI - No. 19

Friday, March 10, 1961
Phalguna 19, 1882 (Saka)

LOK SABHA DEBATES

(Thirteenth Session)

(Vol. LI contains Nos. 11 - 20)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 1.00

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LOK SABHA

Friday, March 10, 1961/Phalguna 19, 1882 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Deep Coal Mining

\+

*729. **Shri A. M. Tariq:**
Shri Yadav Narayan Jadhav:
Shri P. C. Borooah:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the Indian Technical team which visited Poland last year in connection with study of deep coal mining methods has submitted any report to Government;

(b) if so, the details thereof;

(c) whether any foreign countries have offered to India loans for the development of deep coal mines;

(d) if so, the details thereof; and

(e) what concrete proposals are under consideration of Government for intensifying coal production through deep coal mining in Third Five Year Plan period?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) A report has been received. The team's visit to Poland was not exclusively for studying coal mining methods at depth in that country.

(b) Broadly, the team was impressed with the mining techniques employed in Poland and has recommended that their adoption in India would merit consideration, with such technical collaboration as may be necessary and available.

(c) and (d). Some offers have been received and these are under consideration.

(e) An important proposal is to set up one or more deep mines of coking coal in the Jharia field, with a designed total output of three to four million tons per annum. This is under investigation. A technical team from Poland is already in the country.

Shri A. M. Tariq: May I know what that team is and what type of help we would get from it?

Shri Gajendra Prasad Sinha: The team has arrived and is at present at Ranchi discussing with the National Coal Mining Development Corporation. As for the second part of the question, they are already discussing. So what type of help we need and what help we would get depends on their discussion with the National Coal Development Corporation.

Shri A. M. Tariq: As there is a write-up in today's paper that the State sector is reducing coal output all over the country, may we know whether any help has been sought from this delegation as to how to develop our output of coal.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): That does not arise out of this. So far as this foreign collaboration is concerned, it may be necessary to develop some of the deep mines. The hon. Member and the House are aware that we have got a target of 97 million tons

production during the Third Plan period. Some deep mines will also have to be developed and therefore some collaboration will be necessary.

Shri M. L. Dwivedi: Sir, may I know whether....

Mr. Speaker: I am not going to allow the hon. Member to put a question. He has to wait till I call him. He cannot stand up and straightway put a question.

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि पोलैंड से जो विशेषज्ञों का दल आया हुआ है, उससे सहयोग की क्या शर्तें और आधार मुकर्रर किया गया है, और क्या हमें इसके बदले में कोयला या लोहा पोलैंड वालों को देना पड़ेगा ?

सरदार स्वर्ण सिंह : अभी कोई शर्तें तै नहीं हुई है, इसलिए कोयला, लोहा या कोई और चीज देने का सवाल पैदा नहीं होता ।

श्री म० ला० द्विवेदी : लेकिन जब कोई शर्तें तै नहीं हुई, तो मैं जानना चाहता हूं कि वे किस आधार पर हमारे देश में आए है ? मैं वह आधार जानना चाहता हूं जिस पर कि वे इस देश में आए हैं ।

सरदार स्वर्ण सिंह : वह शर्त यह है कि वह यहां आए और आकर देख लें और उसके बाद फिर बातचीत होगी ।

Shri Kalika Singh: In today's paper there is a news item that India has entered into an agreement with the United States, the United Kingdom and Poland for production of coal and there are other foreign countries also who are ready to give aid for production of coal in India. May I know what are the details of the foreign aid for coal production?

Sardar Swaran Singh: I must confess I have not seen any news item to which the hon. Member is referring. No agreement has been entered into with any foreign country.

Shri Kalika Singh: May I inform the hon. Minister that the news item has appeared in the *Statesman*?

Pandit D. N. Tiwari: Arising out of answer to part (e) of the question, may I know, when large stocks of coal are accumulating at the pitheads and they are not being lifted, what is the reason for producing more, particularly when the Railways are not able to move it?

Sardar Swaran Singh: Even if there are any difficulties by way of accumulation at pitheads at the moment, we have to look forward, do our planning and organise ourselves for additional production during the Third Plan period. These difficulties are temporary and transitory and I have no reason to feel dispondent over the present pithead accumulations.

Shri T. B. Vittal Rao: May I know why this foreign collaboration is being sought, in view of the fact that our mining engineers have been doing this mining for the last 50 years?

Sardar Swaran Singh: Some of the mines which will have to be developed in the course of the Third Five Year Plan will be fairly deep and speed also being the essence of the matter, some foreign collaboration either with Poland or with some other country fay be necessary.

Shri S. M. Banerjee: May I know whether the attention of the hon. Minister has been drawn to a news-item in today's *Statesman* that the State sector is going to reduce coal output because of accumulations at the pitheads and whether it is a fact that with the extension of deep coal mining other mines would have to stop work?

Sardar Swaran Singh: The hon. Member has given notice of an

adjournment motion. If I reply to him, I presume that would be enough.

Mr. Speaker: Does he want an answer to the Adjournment Motion?

Sardar Swaran Singh: That is the same question he has raised.

Mr. Speaker: Therefore, I allowed that question.

Sardar Swaran Singh: That is why I said I am replying on the presumption that this will cover his motion and he will not again rise at that time.

Mr. Speaker: Hon. Ministers will not hereafter disclose that notices of adjournment motions have been given, because I have disallowed it.

Sardar Swaran Singh: That is good. But whether we disclose, or do not disclose, they will always get up and refer to the adjournment motion and then you will call upon one of the Ministers to make a statement.

Shri S. M. Banerjee: We will not do it.

Mr. Speaker: They have become tame now!

Sardar Swaran Singh: At present there is no proposal to cut down production, but if the pithead accumulations go on and the movement does not keep pace, then at some time we will have to consider either to step up movement or to cut down production, because pithead accumulations cannot go on accumulating beyond a point.

Shri S. M. Banerjee: If transport bottleneck is the only reason, may I know whether a meeting is being held or has been held between the Railway Minister and the Minister of Steel, Mines and Fuel to solve this difficulty?

Sardar Swaran Singh: Meetings have been held and are being held.

Shri Braj Raj Singh: Sir, we are in a very curious position and difficulty. The Railway Minister and the Minister of Steel, Mines and Fuel act or speak in the House in a manner as though there are two Governments in the country. The Minister of Steel, Mines and Fuel just now said that if the position of movement of coal does not improve, they will have to cut down production of coal. Can we have a categorical assurance from the Minister that whatever the difficulties, the production of coal will not be affected and it will not be cut down? In the paper, it has appeared that 13 lakh tons of coal are lying at the pithead and that is not being moved. In fact, within the last fifteen days the position has worsened. May I know what concrete steps are being taken, in spite of the differences which may exist between the Railway Minister and the Minister of Steel, Mines and Fuel?

Sardar Swaran Singh: In the first instance, I would strongly repudiate any suggestion that there are any differences between me and my colleague, the Railway Minister. In fact, all questions relating to coal movement are first seen by the two Ministers or the respective officers before any replies are given, either on my behalf or on behalf of the Railway Minister and to keep alive a thing which does not exist is not fair either to the House or to the country. If the statements that I have made or my colleague the Railway Minister has made are carefully examined and scrutinised, there will not be any differences of either presentation or of facts on that score. At any rate, during the last 10—15 days that this matter has been coming up before the House, there has been complete co-ordination not only in the matter of organising movement but also while coming to the House, and there is no use seeing something which does not exist.

On the specific issue, I have already said that there are transport difficulties at the moment. I say this not on behalf of the Steel Ministry or any

particular Ministry, but on behalf of the Government as such. Alternative modes of transport besides railway movement are also being considered at the moment. For instance, movement by sea, as my hon. colleague, the Railway Minister, also pointed out on one occasion. Over short distances, even movement by road might be organised. At distant places, it might be necessary to meet the present difficulty by substituting coal by furnace oil or other fuels.

So far as production is concerned, luckily the position is now easy. To keep up the tempo of production, it is necessary to organise transport. Every step is being taken to ensure that transport is stepped up so that the production has not got to be stepped down. But there is a limit in the sense that if we cannot organise transport, then at some stage—may not be in the near future—production may have to be curtailed.

Shri Tangamani: Apart from deep mining methods which have been studied by the technical team and which are going to be put into practice in Jharia, may I know whether the question of safety measures adopted in Poland where accidents are very few has also been studied? If so, how are they being applied here?

Sardar Swaran Singh: I am afraid that does not arise out of this question. My hon. colleague, the Labour Minister, will be able to deal with these safety measures better than I can do.

Shri Braj Raj Singh: May I bring to the attention of the Minister through you what has appeared in today's *Times of India*?

> "The railways had earlier claimed that line capacity above Moghalsarai—through which coal from the Bihar fields moves to Upper India and Western India—was limited to 1,900 wagons per day and urged larger despatches from the Madhya Pradesh coalfields.
>
> "It now appears, however, that the Madhya Pradesh coalfields are also faced with an immediate movement bottleneck."

Further it goes on to say that coal wagons which were allotted to Madhya Pradesh and to South India in the Singareni collieries were more in December than they were in January/February. What is the position? For the last 15 days, they have been saying that they are going to improve the position. But actually the position is worsening. In South India and Madhya Pradesh, wagons are not being provided.

Sardar Swaran Singh: As I mentioned in the statement I made some days ago, there were difficulties of loading even with regard to Madhya Pradesh coal fields, and there was a pretty bad setback on account of the unfortunate disturbances that took place when railway employees absented themselves and the railway transport was also strained. But the likelihood of stepping up the transport facilities with regard to movement from Madhya Pradesh is better as compared to movement in the Bengal-Bihar area.

Shri Bimal Ghose: If I understand it correctly, both production and transport capacity are being expanded in accordance with the plan made by the Planning Commission. So if there be an increase in the production of coal, there is also to be a corresponding increase in transport capacity. May I know why then this difficulty arises?

Sardar Swaran Singh: In spite of the best planning, sometimes difficulties can arise, as they have actually arisen. Unfortunately, the overall strain on transport has turned out to be much larger than what the planners thought, and therefore the difficulties are there.

Shri Raghunath Singh: It has appeared in the papers that there is an agreement with the U.K. and U.S.A. with regard to the exploitation of coal here. We want to know what is the position. The news appeared in the morning paper.

Sardar Swaran Singh: I have said that I am not aware of any agreement. If it was entered into in my absence—I was away from Delhi yesterday—then I cannot say.

Shri Raghunath Singh: It is in the *Statesman* of today.

Mr. Speaker: Next question.

Trained Personnel in Steel Plants

\+

*730. { **Shri Vidya Charan Shukla:** / **Shri Koratkar:**

Will the Minister of **Steel, Mines and Fuel** be pleased to refer to the reply given to Starred Question No. 124 on the 16th November, 1960 and state:

(a) which of the various remedial measures, recommended by Mr. Leo Werts, to overcome the shortage of trained personnel in the Steel Plants have been given effect to; and

(b) what action is being taken with respect to the remaining recommendations?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) and (b). The remedies recommended were: (i) a comprehensive training plan and an organisation to develop the newly trained engineers, (ii) association of some top Personnel and Training Consultants from another country with Hindustan Steel Limited training programme, (iii) setting up of a Technical Advisory Committee on training and (iv) the integration of Technical Institutes at the Steel Plants with a company-wide training programme.

Hindustan Steel Limited have given effect to the recommendations (i) to (iii). As regards recommendation (iv), adequate emphasis is being given to training in the Plant and close co-ordination between the Superintendents of the Plants and the Superintendents of the Technical Training Institutes.

Shri Vidya Charan Shukla: May I know if Government have made any estimation to find out whether these measures will fulfil our requirements of trained Indian technical personnel, in the category of senior and middle grade supervisory personnel, by the end of the Third Five Year Plan?

The Minister of Steel, Mines and Fuel (Sardar Swaran Sigh): All our planning and the making of these arrangements is to achieve that objective.

Shri Vidya Charan Shukla: What are the plans of Hindustan Steel to get more technical supervisory personnel from Russia and Germany in the immediate three years to come?

Sardar Swaran Singh: The general approach is to keep those requirements confined to as few technical persons as necessary. It will be very difficult for me to give any firm figure with regard to the next three years. The general approach has ben that these technicians are actually brought on the operational side or on a difficult constructional side for a short period, and as soon as it is considered safe to return them, they are sent back and our Indian personnel take over the responsibilities.

शिक्षा का व्यापार

*७३१. **श्री प्रकाश वीर शास्त्री :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर में हाल में हुए भारतीय शिक्षा सम्मेलन में सरकार से ऐसी मांग की गई है कि जो संस्थायें व्यापारिक ढंग से काम करने के लिये चलाई जा रही हैं उन पर प्रतिबन्ध लगाया जाये

(ख) यदि हां, तो क्या इस सम्बन्ध में कोई प्रस्ताव भारत सरकार के विचाराधीन है ; और

(ग) क्या भारत सरकार ने इस प्रकार की संस्थाओं की कोई सूची तैयार की है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) जी, नहीं ।

(ख) और (ग). प्रश्न ही नहीं उठता ।

I shall also read it in English.

(a) No, Sir.

(b) and (c). Do not arise.

I may, however, inform the hon. Member that a resolution was passed by this Conference in which requests were made to the State Governments on this subject.

श्री प्रकाश वीर शास्त्री: क्या भारतवर्ष में इस प्रकार की कुछ शिक्षण संस्थाएं कुछ धार्मिक संगठन चला रहे हैं और उन को जो आय होती है उसको वह अपने धार्मिक संगठनों के प्रचार में व्यय करते हैं ? क्या सरकार ने इस सम्बन्ध में कुछ जानकारी लेने का प्रयत्न किया है ?

Dr. K. L. Shrimali: I have no knowledge. This is really a matter which concerns the State Governments.

Mr. Speaker: Ten days' notice is given. I find it difficult to proceed. There are some exclusive State subjects. There are some subjects where the Centre takes them up under a declaration that it is in the public and national interest to do so. Education and health are primarily State subjects, but more and more the Centre is trying to direct them. But when it comes to these medical, engineering and other services where people are charging thousands of rupees, they do not have even information. I am really surprised that the hon. Minister is not able to give even information. In these matters where there are concurrent subjects and the Centre is assuming a lot of responsibility, he must be able to gather at least information regarding them, though he is not responsible for them.

Dr. K. L. Shrimali: The hon. Member asked a specific question referring to a resolution which was passed by a certain Conference. My reply is in the negative, because it made no request to the Central Government. They did pass a resolution where they made certain requests to State Governments.

Mr. Speaker: I am referring to part (c) of the question—'whether the Government of India have prepared any list of such institutions'. They may have a list of these institutions, though they may not have a complete list.

Dr. K. L. Shrimali: Even if there are certain organisations being run on commercial lines, there is nothing in the Constitution which will enable us to ban them.

Mr. Speaker: That is another matter.

Dr. K. L. Shrimali: There are three categories of institutions. There are institutions which are entirely run by the Government. They cannot be commercial. Then there are institutions aided by the Governments; they cannot also be commercial, because they are always regulated by grants-in-aid code rules. Then there may be some private institutions which are not receiving any grant-in-aid. Under the Constitution, they are quite free to run as they like, and there is nothing we can do to interfere. The Constitution gives them complete freedom for education.

Shri Vajpayee: May I point out that the Central Government are responsible for the Union Territories? The hon. Minister should be in a position to clarify whether this resolution has been recommended to be implemented in the Union Territories?

Mr. Speaker: He has explained the position, that the Government-sponsored institutions or the Government-managed institutions will not charge any such fee, or commercialise it. The institutions to which grants are being given by the Government are regulated by the rules and regulations. They will not be allowed to commercialise. If a few people join together and start an institution, agreeing among themselves that they will pay so much and that others will be allowed, let whoever wants to have the benefit of that institution, pay. That is what the hon. Minister says. I do not know if there is any doubt. The alternative may be to close that institution. Some people join together and subscribe, the parents subscribe something, the sponsors subscribe in their own interests, where institutions are not available.

Dr. K. L. Shrimali: There are a number of such private institutions which are charging very high fees. They give sometimes better type of education to these childern. There is nothing in the Constitution which would enable the Government to put a ban on the running of these institutions. I think we should be clear about the constitutional provisions. We shall certainly control institutions run by the Government, institutions which are aided by the Government, but we cannot interfere in the working of the institutions where no grant-in-aid is given by the Government.

Mr. Speaker: I believe they are more anxious about this. Is the hon. Minister sure that in cases where grant is being received from the Central or State Government, such fees are not being charged?

Dr. K. L. Shrimali: Yes, Sir. About that, I am quite certain, that all the institutions in this country which are receiving any grants are controlled by the Grant-in-Aid Rules in the States and every State has Grants-in-Aid Rules.

Mr. Speaker: The hon Minister will try to make enquiries once again

Dr. K. L. Shrimali: Very well, Sir. I will do that.

Shri Harish Chandra Mathur: The question is why grants should not be withdrawn from such institutions.

श्री म० ला० द्विवेदी : मैं इसी सम्बन्ध में एक आवश्यक क्वेस्चियन पूछना चाहता हूं ।

Mr. Speaker: I know, but this has been asked and answered.

श्री म० ला० द्विवेदी : वह उन्हीं संस्थाओं के सम्बन्ध में है, जिन को सरकार द्वारा सहायता मिलती है ।

Mr. Speaker: Order, order. Next question. We are in the Budget Session. If anything remains, let us see. This is just eliciting information. So far as matters of policy are concerned, there are debates. Of course, I will allow them opportunities on all these matters.

Shri Khushwaqt Rai: On a point of order, Sir. Is it in order for the hon. Minister to refuse to supply the information for the Union Territories? There are such institutions being run in the Union Territories, and the Minister said he had no such information. Is it porper for him to refuse to supply the information?

Dr. K. L. Shrimali: Some time back I examined this question very thoroughly. It is quite true that there are certain institutions in Delhi and other Union Territories which are entirely private, which may be called commercial. I do not know what is really meant by commercial, but they may be called commercial, but even then there is no power with the Government to put a ban on these institutions.

Shri M. L. Dwivedi: There is power. Boys are sitting in tents in aided-schools.

Mr. Speaker: Order, order. I am going to the next question.

Shri Vajpayee: Can they not withdraw the recognition of these institutions? It is within the power of the Government.

Mr. Speaker: Order, order. The hon. Minister is answering in English, and all hon. Members listening to him know English as much as I do. I have understood him thoroughly. There is no doubt about this question. He says definitely that in this Territory and elsewhere, Government-sponsored or Government-managed institutions will not charge such fees. Those to which grants are given are scrutinised, and they will not be allowed to charge high fees or commercialise themselves, call it by any name. There are other institutions even in the Union Territories which are run on those lines where excess fees are being collected. He does not have a list, but he knows. There is no purpose in giving a list.

Shri Harish Chandra Mathur: A very important fact is forgotten.

Mr. Speaker: Order, order. On the Education Ministry Demands I will allow full discussion and give a chance to all Members including the hon. Member from Rajasthan.

Shri Harish Chandra Mathur: The question is whether such institutions are recognised by the Government or not.

Shri M. L. Dwivedi: The Government is helping them.

Mr. Speaker: There is no wonder that students begin to strike. We read in the newspapers that when a stiff science paper was given in the Calcutta University, the boys joined together, went from room to room and asked the other students not to answer the papers. The only solution is to allow the students to set the papers, examine the papers and give the marks themselves.

Here, I allow the Members to put questions one after the other, but if Shri Mathur may allows himself and others likewise to put questions, I need not be here. There must be a certain amount of decorum. As soon as I call an hon. Member, another hon. Member ought not to get up. When I ask an hon. Member to sit down, he must sit down. Otherwise, it may become a market place. I really am surprised at the hon. Member's behaviour. I am giving any amount of indulgence. I am not shutting out any one. I am watching which question is important and which question is not important. Should the Chair not decide? — Somebody must decide it. I have always been indulgent to the hon. Member Shri Mathur, but what is the meaning in his going on like this? It is not right. Even if no one is sitting in the Chair, we must conduct the proceedings in such a manner that nothing can be said against us. When I say, "Let us proceed to the next Question", let us proceed. I will never forget the hon. Member; I will give him an opportunity. I even go so far as this, namely, even when I say, "No, I will not call an hon. Member," I once again call him. I know that some of the hon. Members feel that I am not sticking to my condemnation. As a matter of fact, I want to be as indulgent as possible. Let us proceed with order and decorum. I know what is to be done and what is not to be done. Next Question— Shri Ram Krishan Gupta.

Shri Hem Barua: On a point of order, Sir.

Mr. Speaker: No point of order.

Shri Hem Barua: Yes, it is a point of order.

Mr. Speaker: Is it the point of order that Shri Ram Krishan Gupta should not put his question?

Oil Pipe-Line from Cambay to Bombay

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*732. **Shri Ram Krishan Gupta:**
Shri Vidya Charan Shukla:
Shri Rameshwar Tantia:
Shri Pangarkar:
Shri Hem Barua:
Sardar Iqbal Singh:
Shri P. C. Borooah:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government have considered the proposal for a transport pipe-line from Cambay to Bombay to transport Cambay oil to the Bombay refineries; and

(b) if so, the result thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). The matter is still under careful examination.

Shri Ram Krishan Gupta: What is the approximate length of this pipe line to be constructed?

Shri K. D. Malaviya: As I said, the matter is still under examination as to whether this scheme is feasible or not, whether it has to come soon or later. I think it is premature for me to dilate on the problems of distances and all that.

Shri Vidya Charan Shukla: May I know if the oil companies handling the oil refineries in Bombay are putting all kinds of hurdles and objections in refining the Indian-produced oil, whereas, under the contract with the Government, they are obliged to do so? What steps are Government going to take to cure these objections of these oil companies?

Shri K. D. Malaviya: This is a question in relation to the supply of our own crude oil to the Bombay refineries. This question is under negotiation. It is a fact that the progress of this negotiation of getting our own oil refined in Bombay is not quite satisfactory. I am worried about it. I hope the negotiations will go through smoothly in future so that we may be able to supply our crude oil to the Bombay refineries by September next when our trial production begins, but it is not a fact that the oil companies have refused to accept our crude oil for refining.

Shri Hem Barua: May I know whether it is a fact that Cambay oil is cheap and the paraffin content is very high and makes pumping it into the pipes very difficult? If so, may I know whether certain alternative proposals are there for laying a pipe line from the oil field to the Bhoor rocks from which sea transport might be used? Is this being examined?

Shri K. D. Malaviya: All these questions, as I said, are under very careful examination. It is a fact that Cambay crude is paraffinous, but also Ankleshwar oil is not paraffinous, and by mixing the two oils we can manage the affairs fairly satisfactorily, but the entire question of transportation of oil is still under examination. The first lot of crude oil will be supplied to Bombay refineries. The question of the transportation of oil in greater quantity to Bombay by pipeline comes later on, after three or four years' time. We have enough time to consider all the questions in peace.

Shri Hem Barua: May I know whether it is a fact that the Ministry of Steel, Fuel and Mines are negotiating with the Railway Ministry in order to cut down the exorbitant rate of Rs. 58 or so per ton for transportation of oil; if so, what is the response of the Railway Ministry?

Shri T. B. Vittal Rao: Sir, this delay in finalisation is causing delay in the setting up of the refinery in Gujarat. It has been stated by all technicians who are connected with this industry that the transport of this paraffinous oil—this Cambay oil contains 14 per cent of paraffin—would be more costly

than by refining it in a new refinery in Gujarat.

Shri K. D. Malaviya: There is absolutely no delay in the matter of planning the setting up a refinery in Gujarat. As a matter of fact, our planning of the Gujarat refinery is much ahead of the normal schedule. We have not yet started producing the crude oil. We shall take about 2½ years to produce crude oil to the maximum and we hope that our programme of running the refinery to schedule will be stuck to.

Shri T. B. Vittal Rao: Has the attention of Government been drawn to a good article written by one Sri Trivedi in *Gujarat Samachar* that this mixing of this Ankleshwar oil and the Cambay oil will not be good and that a separate refinery should be set up?

Shri K. D. Malaviya: These piecemeal considerations of technical questions are highly dangerous, as I consider it today. The whole question has got to be considered in one lot. And if anyone gives his specialist views in a paper in an isolated way, it should not be accepted by the House without full examination.

Shri T. B. Vittal Rao: Is it a fact that even if the pipeline is set up the Bombay refinery cannot refine this oil unless the capacity is increased? Therefore, may I know if Government propose to allow an increase of capacity for this foreign-owned Burmah-Shell refinery?

Shri K. D. Malaviya: I did not follow what he said.

Mr. Speaker: He says that even if the oil is taken there, the Bombay refinery will have to be expanded because, otherwise, there is no capacity. He asks whether there is any proposal of Government to help the foreign concern to put up additional refinery.

Shri K. D. Malaviya: This is one of the points under consideration in this connection whether the attempt of the foreign oil companies to expand their capacity in order to take our crude oil should be accepted or not. We have been unable to accept this on merits because we are going to supply our own crude oil. According to the present refinery agreement, they should take our own oil in place of the oil that is being imported today.

Import of Russian Oil

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*733. **Shri Harish Chandra Mathur:**
Shri Indrajit Gupta:
Shri Narayanankutty Menon:
Shri Ajit Singh Sarhadi:
Shri P. C. Borooah:
Shrimati Ila Palchoudhuri:
Shri D. C. Sharma:
Shri Muhammed Elias:
Shri Hem Barua:
Shri Rami Reddy:
Shri L. Achaw Singh:
Shri Raghunath Singh:
Shri Arjun Singh Bhadauria:
Shri S. A. Mehdi:
Shri Pahadia:
Shri P. G. Deb:
Shri Sampath:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what is the quantity of petroleum products imported from the U.S.S.R. up to date;

(b) how these products have been stored and what distributing arrangements have been made; and

(c) what profit Government estimates to make on this deal?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) Approximately 22,000 metric tons of petroleum products have so far been imported by the Indian Oil Company, of which half was High Speed Diesel Oil, and the remaining Superior Kerosene.

(b) These products have been stored in the Company's installations at Bombay and Cochin. The Company is establishing storage installation on the other main ports and upcountry points. The Company is further equipping itself with relay depots and retail

outlets. Until their construction programme is completed the distribution activities, for the present, are confined mainly to bulk consumers who can take supplies by tank wagons/tank lorries. Retail sales have also been started and are expected to develop with the progress of the construction programme.

(c) The total quantity to be imported by the Indian Oil Company Ltd. against the recent agreement entered into with Soviet Export Organisation is 1.5 million metric tons during a period of four years. The Company has started its trading activities only recently and it may be considered too early to venture an estimate of profit in the intial stages, when the Company is expected to compete with a number of well established concerns.

Shri Harish Chandra Mathur: May I know if it is a fact that the unloading of these products had caused a lot of trouble and the ships had to wait for a considerable time? If it is so, more particularly in view of the fact that we are to receive increased supply now, what arrangements are going to be made?

Shri K. D. Malaviya: No particular difficulty was envisaged in the unloading of these products in Bombay and at other places. We are now fast completing the arrangements for taking oil to Bombay, Cochin, Visakhapatnam and other places; and we hope that as months pass by, within the next 3 or 4 months, our arrangements for storing oil not only in the ports but also in the hinterland would be completed.

Shri Vidya Charan Shukla: May I know if it is a fact that the Russian tanker carrying oil had to be diverted from Bombay to Cochin and a heavy amount had to be paid to the shipping company because of the diversion? May I know what that amount is and why that diversion had to be made?

Shri K. D. Malaviya: I have not got the figure of the amount that was paid as a result of diverting the tanker from Bombay to Cochin. There is no special problem involved in it. The tanker was diverted to Cochin because we had better facilities for unloading it; and no extra amount, so far as I remember, was paid for this.

Shri Morarka: May I know how the imported price of the Russian oil compares with the imported price of the Middle East and other oils?

Shri K. D. Malaviya: I have not got the figures just now.

Shri Morarka: I did not hear what he said.

Mr. Speaker: He said he has not got the figures just now. (*Interruptions.*)

Shri K. D. Malaviya: This question was in relation to the distribution arrangements by the Indian Oil Company. It does not relate to the prices. I have no objection at all to quoting the prices that we are paying for the products purchased from the USSR or the other oil companies. So far as I remember, the prices that we are paying for the Russian product is lower than the price that we are paying for the other oils.

Shri Raghunath Singh: How much lower? (*Interruptions*).

Mr Speaker: Order, order. I have received repeated representations from hon. Members regarding such details. As a matter of fact, that is a Government-to-Government transaction so far as this Russian oil is concerned. I have been informed that hitherto they have been supplying us in bulk and very often the prices have been lower than the world prices. By comparing those prices with other prices and saying that they are lower we are, in fact, teaching them to put up their prices. We are giving them a chance to raise their prices. It is not proper for hon. Memberr to do so. If they want they may elicit the information, not on the floor of the House, because these are technical matters. Immediately they will put up their prices.

Shri Goray: Do they not know what the prices are? (*Interruption*).

Mr. Speaker: I have considered it deeply. (*Interruptions*).

Shri Narayanankutty Menon: The question is, 'Is not Parliament responsible?'

Mr. Speaker: Parliament is not responsible for every detail in the administration, as to whether in the market this is cheaper or that is cheaper. (*Interruptions*).

Order, please. I will allow ample opportunities to go into general policies. If there is a huge loss, I can understand it. When you come to the question of purchases from different countries, when you go into the details of prices and compare one with the other, if you go into these details, I have been informed that the other countries put up or increase their prices. That is the difficulty. Therefore, there is a limit. You must allow me to consider whether a particular limit has been reached or not. It is not as if I am avoiding questions.

It has been said that so much amount has been lent. Therefore, when there is an offer, you could have taken it only from one country and not from the other. I can allow a question about prices but not other details. This will put up the price. As a matter of fact, we ought not to show to one supplier that we are purchasing even at higher prices because we want more quantities. Otherwise, this man would put up his price. That is what happened, I hear, in the case of Japan. These are details in regard to which some amount of confidence must be reposed in Government. Parliament is supreme and every hon. Member can become a Minister one day. But, even then, I would not allow others to put such questions.

Shri Narayanankutty Menon: Your observations are quite correct, Sir. But the point here is that the Indian Oil Company imports petroleum products and diesel oil and the prices are known to the private oil companies. This is the oil coming into the public sector. Since that information is elicited, and when it comes to the private sector the whole thing is sabotaged by them.

Mr. Speaker: In these matters I will accept the advice of the hon. Minister. If he feels that he can give the information, he may give but if he is not prepared to give this information, I will not press him.

Shri Vajpayee: He has not said so.

Mr. Speaker: He has not given the information.

Shri K. D. Malaviya: I must show all courtesy to the House. But the Indian Oil Company, the Corporation, is a limited concern which deals with so many affairs and they are, for their own reasons, reluctant to disclose all the particulars about the prices they have to pay or the prices that they charge and it is not proper for me to go on pressing them to disclose all the particulars and these details—just as in a private limited company—my hon. friend, Shri Morarka will agree with me would not always lay on the Table of the House on demand from any customer; it is not the usual practice for any private or public concern. Therefore, I would beg of the House to let the Indian Oil Company proceed and be satisfied on the information that by and large Government has seen to it that the prices charged by the USSR for the products are very competitive and in many cases lower.

Mr. Speaker: I would like to make a suggestion. I do not want to make the hon. Members feel that they are not able to get the information, even in cases where it is not advantageous to us. There is the Estimates Committee; there is the Public Accounts Committee. There are representatives of the hon. Members. If they come to know that we are paying higher rates to one particular oil company and it is to the disadvantage or detriment of our country, they will kindly write

to it. We are undertaking huge commercial and industrial undertakings. Nowhere are all the details given to the shareholders; they are entitled to them no doubt. Bu' they are entitled to displace the directors also. I would, therefore, urge upon all hon. Members that if they get to know all these facts, they will kindly write to the Estimates Committee and I will allow the Estimates Committee to look into them and immediately give the information. If there is anything bad they will report to this House. The Estimates Committee and the Public Accounts Committee will be in the position of a directorate; so far as our undertakings are concerned all complaints may be made to them. They will request the hon. Ministers to give information and whatever important matters are there they will be placed by way of report in this House. Beyond that, I do not propose allowing detailed examination on the floor of the House in regard to such prices and other things, which are all delicate matters.

Shri Indrajit Gupta: In view of the reported resistance of certain bulk consumers to purchase the first consignment of 22,000 tons of petroleum diesel oil which we got from the USSR, I would like to know how much of that 22,000 tons had actually been disposed of and also whether Government have plans for the consumption of this further amount of 1.5 million tons or so—I do not remember it exactly—which had been contracted for for the next four or five years. What are the types of oil to be imported?

Shri K. D. Malaviya: We are planning for the disposal of not only 1·5 million tons of petroleum products through our Indian Oil Company but more than that. The trouble was in the early stages, within the first two or three months and as a new venture the Indian Oil Company was not as ready as it ought to have been and should have been. I admitted that on the floor of the House. Such troubles were likely to continue for some time. I am glad however to report to the House that out of that consignment of 22,000 tons of diesel oil which was not smoothly consumed in Bombay due to certain reasons, practically all of it has now been consumed except for about 4-5000 tons which are also on way to be distributed. In future, we are taking all steps necessary. As soon as our installation capacity in the hinterland is ready, that is in the next 4-6 weeks time, most of these troubles will be over.

Shri Narayanankutty Menon: May I know whether the Indian Oil Company was ready to offer high speed diesel oil at their own prices, some of the State Governments purchased oil from the private companies at higher rates? The disposal directorate quoted higher prices and within the permissible limits they paid higher prices than those quoted by the Indian Oil Company.

Shri K. D. Malaviya: Wherever we are not able to supply oil at competitive rates due to any reason, those who purchase oil from us perhaps did not think it proper to place orders on us.

Shri Raghunath Singh: How many States are purchasing this oil from the Indian Oil Company for their own consumption and how many have refused to take this oil?

Shri K. D. Malaviya: Not many of them are purchasing at present. But most of them have shown willingness now and they are negotiating with us. But the difficulty in the earlier stages lay in the fact that we were not ready to supply because of the installation difficulties and all that. The other oil companies were ready; that is the correct picture. Now, we are ready too with our installations and there is greater readiness from the other parties to take our oil. Therefore, I trust that these difficulties will be over in the near future.

Shri Narayanankutty Menon: The Russian high-speed diesel oil has been imported in the port of Cochin. Is it a fact that the Government of Kerala

refused to purchase it from the Indian Oil Company even though it was available and a contract has also been entered into by them for full one year with the SVOC for payment of nigher prices?

Shri K. D. Malaviya: I do not think the facts as had been stated by the hon. Member are correct. If the hon. Member is desirous of having any detailed information, he may table a separate question and I will find out.

Shri Raghunath Singh: May I know whether the States which have refused to take this oil had given any reason? We know that they have given only one reason and that is that the Russian oil is not cheap.

Shri K. D. Malaviya: They gave reasons and we are trying to satisfy our customers.

Shri D. C. Sharma: The hon. Minister just now spoke about the installation capacity which is going to be put up in the hinterland. May I know whether any kind of a phased programme for the creation of the installation capacity in the hinterland had been drawn up and what is the amount of performance in the first, second, third, fourth and the fifth year?

Shri K. D. Malaviya: These are all matters of detail being handled by the Indian Oil Company and I am not in a position to say anything.

Shri Harish Chandra Mathur: In view of the recent successful talks which the hon. Minister had with the Rumanian authorities and also the Deputy Leader of the USSR delegation, may I know if we are going to have much larger imports and whether any arrangements have been made for their distribution?

Shri K. D. Malaviya: Yes, Sir. We can increase our imports of petroleum products on the basis of non-convertable rupee payment provided we wish to take it up and we have got a market for disposal. As we become ready for distribution, we can increase the imported quantities.

Shri Jaganatha Rao: May I know whether the Indian Oil Company has taken over the defence storage installations at Visakapatnam?

Shri K. D. Malaviya: Yes, Sir.

Shri Jaganatha Rao: What is the capacity of that installation?

Shri K. D. Malaviya I do not remember it just now.

Shri Morarka: The hon. Minister has just now said that the terms of purchase are more favourable in respect of this deal than the terms in respect of other deals from other countries. May I know why the Government did not purchase oil from the U.S.S.R. till 1960? Why did they take 13 years to decide to purchase from the Russians when the terms are more favourable as compared to the other countries?

Shri K. D. Malaviya: Under the inspiring influence of the hon. Members now, we are getting wiser, and want to save as much foreign exchange as is possible.

Shri Damani: By the purchase of the Russian oil, to what extent foreign exchange will be saved this year and what will be the saving in the Third Plan period?

Shri K. D. Malaviya: I will have to do some exercise to find that out.

Mr. Speaker: It is unnecessary; foreign exchange is the business of the hon. Finance Minister. I find very often this question is asked: how much foreign exchange is saved? You cannot have a more strict Finance Minister than the one at present: he would not allow foreign exchange to be wasted. The hon. Member may confine himself to commercial matters. Why should he worry about foreign exchange?

Shri Hem Barua: May I know the extent to which the Government have succeeded in winning the rate-war touched off by oil import from Soviet Russia and whether the major oil companies have given a categorical assurance to Government that they would not undercut the sale of Russian oil in this country?

Shri K. D. Malaviya: I am not able to follow the question exactly. But I may say that we are trying to get oil from various sources at as favourable conditions as are possible for us to get.

Mr. Speaker: Next Question.

Shri Hem Barua: May I have an enlightenment over this question?

Mr. Speaker: No. I have allowed a long time for this question.

दिल्ली विश्वविद्यालय का परिसर

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*७३४. श्री राम कृष्ण गुप्त :
श्री भक्त दर्शन :
श्री नवल प्रभाकर :
श्री पांगरकर :

क्या **शिक्षा** मंत्री २१ नवम्बर, १९६० के अतारांकित प्रश्न संख्या ४८५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि दिल्ली विश्वविद्यालय के परिसर में विधि और व्यवस्था का जो प्रश्न विचाराधीन था उसके बारे में क्या निर्णय किया गया है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) दिल्ली विश्वविद्यालय के क्षेत्र में कानून और व्यवस्था की समस्या का अध्ययन करने के लिए जो समिति बनाई गई थी उसके प्रस्तावों के फलस्वरूप कार्यकारिणी परिषद ने एक अध्यादेश जारी किया है । इस अध्यादेश के अनुसार उप-कुलपति, प्राक्टर, प्रभागाध्यक्षों, कालेजों के प्रिन्सिपलों विभागाध्यक्षों आदि को अनुशासन संबंधी कार्रवाई करने के अधिकार दे दिये गये हैं । प्राक्टर ने कुछ नियमों और विश्वविद्यालय के अधिकारियों और कालेजों के प्रिंसिपलों के अधिकार क्षेत्र की सीमा के बारे में कुछ सुझाव दिये है । उनका विचार किया जा रहा है ।

Subsequent to the proposals made by the Committee constituted to enquire into the law and order problem in the Delhi University Campus, an Ordinance has been passed by the Executive Council vesting the powers of disciplinary jurisdiction in the Vice-Chancellor, the Proctor, the Deans of Faculties, the Principals of Colleges and Heads of Departments etc. The Proctor has suggested certain rules and the extent of jurisdiction of different officers of the University and the Principals of Colleges. These are under consideration at present.

Shri Ram Krishan Gupta: May I know whether, after the promulgation of this ordinance, any new incident has occurred so far?

Dr. K. L. Shrimali: Not to my knowledge.

Shri Hem Barua: May I know whether Teddy boys and beatniks have swarmed into the university campus? There is news that Teddy boys and beatniks have swarmed into New Delhi. I therefore want to know whether they have swarmed into the university campus.

Dr. K. L. Shrimali: There are no Teddy boys in the Delhi university.

Mining Research Station at Dhanbad

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*725. Shrimati Ila Palchoudhuri:
Shri Kodiyan:
Shri Supakar:
Shri Achar:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state the progress made in

connection with the work for setting up of a Research Station at Dhanbad (Bihar) for conducting research in the techniques for improving safety, health, and efficiency in Indian mines for the completion of which an agreement for a 1,400,000 dollars financial assistance is reported to have been recently signed between the Government of India and the United Nations?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The Central Mining Research Station is already in operation and scientific, technical and administrative staff has been appointed. Work is in progress on testing of flameproof equipment for use in mines or in other dangerous locations and on connected health problems.

The construction of the main building is nearing completion and work on installation of services is in progress. 39 staff quarters have also been constructed. The United Nations Special Fund will provide equipment worth 657,000 U.S. Dollars.

Shrimati Ila Palchoudhuri: May I know whether any designs particularly suitable for Indian mines been evolved in this research station especially for safety purposes in the Indian mines suitable for Indian conditions, or only the research part has been completed? I want to know if any designs have also been practically taken in hand.

Shri Humayun Kabir: Finding out designs is also a matter of research.

Shri Kodiyan: I understand that the Government research station was started as far back as 1955, and it has taken about five years to start the operations. May I know by what time the research station will start the operation with full complement?

Shri Humayun Kabir: The first part of the hon. Member's question is certainly correct. It was started in 1955. The second part is not correct. It has been in operation for some time now.

Mr. Speaker: Next question.

Shri T. B. Vittal Rao: One question, Sir.

Mr. Speaker: No.

Raw Materials for Re-rolling Industry

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*736. **Shri Kodiyan:**
Shri Indrajit Gupta:
Shri Narayanankutty Menon:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that the small re-rolling industry is facing a crisis due to the shortage of raw materials; and

(b) if so, what action has been taken by Government to supply the industry with necessary raw materials?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) and (b). No, Sir. Small scale units have been allowed to be set up on the condition that such units will use only local scrap. Accordingly, they are not entitled to allotment of billet or scrap from controlled sources.

Nevertheless some of these units have been asking for the supply of billets. In view of the present easy supply position of billets, a quantity of 15,000 tons of billets has been placed at the disposal of Development Commissioner, Small Scale Industries on an ad hoc basis for allotment to small scale re-rollers in various States.

Shri Kodiyan: May I know whether it is a fact that the raw materials required for the re-rolling industry, such as the billets, semis and re-rollable scrap, are entirely controlled by the Iron and Steel Controller and they are not available in the open market and, if so, what is the meaning of asking the units to get their raw

materials from the open market when these things are not available?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): It might be recalled that there was a press notification dated the 14th April, 1960 and also another notification dated the 4th June, 1960 in which permission to manufacture certain re-rolling sections without obtaining sanction under the Iron and Steel Control Order was given. It has been specifically stated in the press notes that such units, termed as small-scale re-rollers are expected to use the locally available scrap as raw material. Accordingly, they are not entitled to receive supplies of billets or scrap from controlled sources. That was the justification for allowing them to put up these small re-rolling units without any permission. So, they sized up the market, studied the availability of raw materials and took the normal commercial risks.

Shri Narayanankutty Menon: On the assumption that raw materials are sufficiently available, last year the Government granted licences for the re-opening of re-rolling mills, and one such licence was granted in Kerala State. After granting the licence, is it a fact that because of the raw material position, the Government has not yet allocated the required foreign exchange for the machinery for that particular re-rolling mill and, if so, when the Government propose to make the foreign exchange allocation for that re-rolling mill?

Sardar Swaran Singh: That case of one particular mill in Kerala does not arise out of this question. If a separate question is tabled, or, if the hon. Member asks me for any such information, I shall reply to him.

Mr. Speaker: He can write to the hon. Minister and get the information.

Shri Muhammed Elias: A number of small-scale re-rolling industrial units have applied for the import of plant and machinery for their factories. May I know whether the Government will permit them to import the machinery, due to the lack of which this industry is facing a serious crisis?

Mr. Speaker: This relates to the raw materials and not to the plant and machinery.

Briquetting Plant of Neyveli Project

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*737. { **Shri Morarka:** / **Shri Nathwani:** }

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the cost of the briquetting plant of Neyveli Project has increased by more than double;

(b) the reasons for the same; and

(c) the action taken against those responsible for defective estimates in the beginning?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The original estimate of cost drawn up by the project authorities was for purposes of forward planning and was no more than tentative. It had to be on certain assumptions, as the exact capacity and design of the plant and specifications for the equipment could be determined only later on the basis of experiments carried out at Neyveli on a pilot scale. Furthermore, the estimate was on the strength of information secured informally from Germany. It will not be proper, therefore, to compare that estimate with the quotations now received in conformity with the tender specifications finally determined. It is a fact, however, that the difference between these quotations and the original cost estimate is considerable and may be as much as Rs. 8 to Rs. 9 crores.

(c) Does not arise, as there was no defective estimation, as such, in the first place.

Shri Morarka: May I know when the sanction was given to this process, what was the amount for the briquetting plant and actually to what extent it has risen since then?

12 hrs.

Sardar Swaran Singh: I am not aware of a formal sanction having been given with regard to the project, because the formal sanction has to come after firm figures are available about the likely expenditure and the cost. About the difference between the original estimate and the estimate as a result of the tender, I have already said that it is about Rs. 9 crores.

Shri C. R. Pattabhi Raman: Is there likely to be any delay on account of this now?

Sardar Swaran Singh: Let us hope not.

Shri T. B. Vittal Rao: May I know whether the original project report was drawn up by the Colombo consultant who had been deputed for Neyveli and who had no experience of mining in lignite? May I know whether now it is being drawn up by West Germany and if so, whether the briquetting plant is being supplied by East Germany or West Germany?

Sardar Swaran Singh: He has clubbed a number of questions and it is very difficult in the Question Hour to deal with all that he has said. The short point is, no firm decision has yet been taken to purchase the plant from this country or that country. Tenders have been received and they are being examined. I would not like to commit Government before a decision on those tenders is taken.

Shri Tangamani: May I know whether as a result of these tenders, we are going to produce 380,000 carbonised briquettes as was originally planned and whether that plant will be ready by the first quarter of 1964, as was stated on the floor of the House by the Minister?

Sardar Swaran Singh: Without going into the details of the figures, I would like to inform the House that the plant which is sought to be established as a result of the tenders that have been received is higher in capacity in many respects as compared to the one which was in the original project report. Therefore, the comparison between what was contained in the original project report and what we are going to establish is not a comparison of the like with the like. With regard to the exact time schedule, I would like to wait till the tenders are accepted, because the actual commissioning and the production schedule will depend upon the particular tender that is accepted.

Shri Tangamani: May I know whether it is a fact that the original estimate was in the neighbourhood of Rs. 10 crores and now it is more than Rs. 20 crores?

Sardar Swaran Singh: It is true; as I have indicated the difference is about Rs. 9 crores between the figure in the original estimate and the amount that is shown as a result of the tenders.

WRITTEN ANSWERS TO QUESTIONS

Agreement with Nissan Motor Company

*738. **Shri Rajeshwar Patel:**
Shri Morarka:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 291 on the 21st November, 1960 and state:

(a) what is the total commitment under the collaboration agreement with Nissan Motor Company of Japan for the manufacture of one-ton trucks;

(b) whether any foreign exchange is involved; and

(c) whether a copy of the collaboration agreement will be laid on the Table?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) The commitment under the agreement covers the progressive manufacture of not less than 7500 one-ton trucks over a period of 10 years.

(b) Yes, Sir.

(c) No, Sir. The agreement conforms to the usual practice and procedures followed by Government in such matters. To disclose details at present is not in the best interests of the State.

Import of Lubricating Oil

*739. **Shri Raghunath Singh:**
Shri Bibhuti Mishra:
Shri P. C. Borooah:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any agreement has been entered into between State-owned India Oil Company and Yugoslavia for the supply of 15,000 tons of lubricating oil; and

(b) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) M/s. Inter-trade of Yugoslavia and their associates in India have evinced interest in import of motor oils in collaboration with the Indian Oil Company. The matter is in the negotiation stage. No agreement has so far been entered.

Government guarantee for Private Sector Foreign Loans

*740. **Shri Damani:** Will the Minister of **Finance** be pleased to state:

(a) whether Government have stood guarantee for repayment of loan in foreign currency taken by the private sector from international financial agencies during the year 1960-61; and

(b) if so, the details thereof?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes Sir.

(b) During 1960-61, the Government of India have guaranteed only one such loan *viz.* a loan of Rs. 9·52 crores from the World Bank to the Industrial Credit and Investment Corporation of India. The Guarantee covers repayment of principal and payment of interest and other charges as per Loan Agreement between the I.C.I.C.I. and the World Bank. Copies of Loan Agreement and the Guarantee Agreement dated October 28, 1960 between the Government of India and the World Bank have already been placed in the Parliament Library.

Oil in Konkan

*741. **Shri Assar:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government are aware that recently views were expressed by the geological experts that there is a possibility of having oil on Konkan Coast and Konkan region of Maharashtra; and

(b) if so, whether Government propose to undertake the geological survey of that region to find out the oil tract?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

Tagore Centenary Celebration at Viswabharati

*742. { **Shri Aurobindo Ghosal:** / **Shri Subiman Ghose:**

Will the Minister of **Education** be pleased to state:

(a) whether the estimated amount of expenses to be incurred by the Viswabharati for Rabindra Nath Centenary has been collected; and

(b) if not, what is the extent of shortage and how it is proposed to be made good?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). There is no proposal for collection of funds for the celebration of Rabindra Nath Centenary by the Visva-Bharati. However, the University approached the University Grants Commission with a demand for a special grant of Rs. 1,50,000 for this purpose against which the latter has sanctioned a sum of Rs. 1,00,000.

U.S.A. Investment in India

*743. **Shri Kalika Singh:** Will the Minister of **Finance** be pleased to state:

(a) whether the figures of U.S. Direct investment in some Commonwealth countries as revealed by Commonwealth Survey (Article in November, 1960 issue) stood at $10,171 million in Canada, $2,475 million in U.K., $739 million in Australia and $136 million only in India in the year 1959 and if so, whether investment of U.S.A. in India is comparatively very low;

(b) whether U.S.A. is stepping up the investment in India in the Third Five Year Plan and if so, to what extent; and

(c) whether India has impressed upon U.S.A. the needs of India by presenting other factual documents than the Plan itself?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) According to the Commonwealth Survey these figures have been derived from an authoritative U.S. publication. The figure for India, *viz.*, $136 million tallies broadly with the figures compiled by the Reserve Bank. It is true, broadly speaking, that only a small proportion of the flow of private capital from the United States has so far come to India.

(b) Considering the expansion of industries envisaged in the Third Plan and the potentialities of the Indian market, a rising trend of investment from the U.S.A. may be expected.

(c) No.

Materials for Laying Pipe-lines

*744. **Shri P. C. Borooah:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government are aware of the scarcity of cement and steel materials necessary for the laying of pipe-lines for crudo oil from Naharkotiya oil fields to Kauhati Refinery and other allied projects;

(b) if so, whether these materials are selling below control prices in certain parts of the country; and

(c) whether the disparity is calculated to be due to some organisational defects?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No scarcity of cement and steel materials has been experienced.

(b) The Government are not aware whether cement is being sold below control prices in any part of the country.

As regards steel, the position of supply in certain categories has become easier and it is, therefore possible that some of the stockists, to clear off their stock, might be selling them below controlled prices. There is no restriction in selling steel below

controlled prices as the statutory prices are maximum prices.

(c) Does not arise.

Nagarjunakonda Excavations

*745. **Shri Tangamani:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether there is a proposal to associate Excavation branch of Department of Archaeology with Nagarjunakonda excavations;

(b) if not, reasons therefor; and

(c) what steps Government propose to take for quickening pace of work and for doing more extensive excavations?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) to (c). The work has been done by a special Excavation branch of the Department of Archaeology and has been completed.

Durgapuh Steel Plant

*746. **Sardar Iqbal Singh:**
Shri Ram Krishan Gupta:

Will the Minister of **Steel, Mines** and **Fuel** be pleased to refer to the reply given to Starred Question No. 641 on the 2nd December, 1960 and state:

(a) whether the findings of the Committee appointed to investigate into the matter of defective pile foundations put up at the Durgapur Steel Plant have been examined; and

(b) if so, the results thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The examination of the findings of the Committee has been almost completed and a final decision is expected to be taken by the Board of Directors of Hindustan Steel Limited shortly.

Standing Committee on Oil

*747. **Giani G. S. Musafir:**
Shri Ram Krishan Gupta:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government have considered the proposal to set up a Standing Committee on oil and oil exploration and other allied matters; and

(b) if so, the action taken thereon?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) There is no specific scheme or proposal as such under consideration of the Government.

(b) Question does not arise.

U.P. Social Welfare Advisory Board

*748. **Raja Mahendra Pratap:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the States Social Welfare Advisory Boards are the branches of the Central Social Welfare Board and their policy is guided by the Centre;

(b) whether it is a fact that U.P. State Social Advisory Board have served notices to its about 50 Lady District Chief Organisers, terminating their service from the 28th February, 1961; and

(c) whether it is also a fact that those organisers and Government had signed a contract for three years?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir. The State Boards however, work in collaboration with the Central Social Welfare Board.

(b) Yes.

(c) No.

Panna Diamond Mines

*749. **Shri Birendra Bahadur Singhji:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether a detailed programme has been drawn for the exploitation of Panna Diamond Mines during the Third Five Year Plan; and

(b) if so, what is that programme and what amount has been earmarked for this purpose during the Third Five Year Plan period?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) The National Mineral Development Corporation Ltd., are at present carrying out prospecting operations in the Panna Diamond Mining area. When the results of these investigations become available, a detailed programme for exploitation will be drawn up.

(b) It is estimated that a sum of Rs. 150 lakhs would be required for this project during the Third Five Year Plan period.

Repayment of L.I.C. Loan by Ananda Bazar Patrika

*750. **Shrimati Renu Chakravartty:** Will the Minister of **Finance** be pleased to state:

(a) whether the house belonging to Hindusthan Standard, Delhi, and other assets have been sold and at what price;

(b) whether the Life Insurance Corporation loan taken by the Ananda Bazar Patrika Limited has been repaid; and

(c) if so, when to what extent?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) to (c). The negotiation for sale of the Hindusthan Standard Building at Qutab Road, New Delhi has just been finalised and the draft conveyance is at present under scrutiny of the Life Insurance Corporation who are the mortgagees of the property. The entire sale proceeds will be paid to the Corporation as and when the sale deed is effected.

Canteen Stores Department (India)

*751. **Shri S. M. Banerjee:**
Shri Muhammed Elias:
Shri Indrajit Gupta:
Shri A. K. Gopalan:
Shri Tangamani:

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that nearly 1,500 employees of Canteen Stores Department (India) have decided to go on an indefinite strike from 6th March, 1961;

(b) if so, whether this strike is being launched as a protest against the non-implementation of the recommendations of the Pay Commission; and

(c) if so, the steps proposed to be taken by Government in the matter?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) and (b). The Canteen Stores Department (India) Employees' Union gave a notice on the 8th February, 1961 of the intention of the employees all over India to go on strike from the midnight of 5th March, 1961 if before that date revised pay scales as recommended by the Pay Commission 1957 were not implemented in their case and the arrears paid to them.

(c) Government have set up a Study Group to consider the representations received and matters relevant thereto. The report will, it is hoped, enable Government to consider appropritte measures. The Union has been so informed and it has since deferred the strike.

उत्तर प्रदेश में राष्ट्र-विरोधी प्रचार

*७५२. { श्री मोहन स्वरूप :
श्री पहाड़िया :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस आशय के समाचार प्राप्त हुए हैं कि तिब्बत से लगे हुए उत्तर प्रदेश के सीमावर्ती जिलों में एक विशिष्ट दल यह प्रचार कर रहा है कि बद्रीनाथ का मंदिर एक बौद्ध मंदिर है और चीन सरकार ने उस पर अपना अधिकार होने का दावा किया है ;

(ख) क्या इस बात पर विचार किया जा रहा है कि उत्तराखण्ड डिवीजन को चीन को हस्तान्तरित किया जा सकता है ;

(ग) क्या इस प्रकार के भ्रामक प्रचार ने उस क्षेत्र में रहने वाले हिन्दुओं और अन्य निवासियों में काफी खलबली पैदा कर दी है ; और

(घ) इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी नहीं । ऐसा ज्ञात हुआ है, कि कर्णप्रयाग (गढ़वाल) में एक राजनैतिक दल से संबंधित कुछ व्यक्तियों ने ऐसा मत प्रकट किया है कि बद्रीनाथ मूल रूप से बुद्ध विहार था और ऐसी संभावना थी कि चीन इसके ऊपर अपना अधिकार होने का दावा करे ।

(ख) ऐसे किसी खुले प्रचार की सूचना नहीं मिली है ।

(ग) जी नहीं ।

(घ) प्रश्न ही नहीं उठता ।

Post-Graduate Degrees

*753. **Shri Ram Krishan Gupta:** Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 943 on the 15th December, 1960 and state:

(b) whether the University Grants Commission have considered the proposal to amend University regulations to permit students passing the M.A. and M.Sc. examinations in the third division to re-appear in the examinations to improve their class; and

(c) if so, the result thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The University Grants Commission has decided that the suggestion in question be circulated to the Universities for their reactions.

Alloy Steel Plant

*754. { Shri Ram Krishan Gupta:
Shri Raghunath Singh:
Shri Pangarkar:
Shri P. C. Borooah:
Shri Ajit Singh Sarhadi:
Sardar Iqbal Singh:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government have considered the Project report of the proposed Alloy Steel Plant at Durgapur; and

(b) if so, the steps taken or proposed to be taken to set up the plant?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) Hindustan Steel Limited who have been entrusted with the construction and operation of the plant, have accepted the detailed project report prepared by an Indian firm of Consulting Engineers. Simultaneously, Hindustan Steel are taking preliminary steps for the implementation of the project on the site and also for the preparation of tenders for prchase of plant and equipment.

गुड़गांव का गोला बारूद का डिपो

*७५५. **श्री प्रकाशवीर शास्त्री :** क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार गुड़गांव स्थित गोलाबारूद के डिपो के विस्तार के लिये कोई जमीन अर्जित कर रही है ;

(ख) यदि हां, तो कितने एकड़ जमीन अर्जित की जायेगी ;

(ग) क्या सरकार ने उक्त डिपो स्थापित करने के समय उन लोगों को, जिनकी जमीनें ली गई थीं, कोई मुआवजा दिया था ;

(घ) यदि नहीं तो इसके क्या कारण हैं ;

(ङ) क्या सरकार अब उन लोगों को, जिनकी जमीनें उक्त डिपो के विस्तार के लिये अर्जित की जायेंगी, मुआवजा देने जा रही है ; और

(च) यदि हां, तो किस दर पर और कितना मुआवजा दिया जायगा ?

प्रतिरक्षा मंत्री (श्री कृष्ण मेनन) : (क) तथा (ख) प्रतिरक्षा संस्थाओं से संबंधित, इस प्रकार की सूचना प्रकट करना लोक हित में नहीं है ।

(ग) कोई भूमि अर्जित नहीं की गई । तदपि कुछ भूमि क्षेत्र अधिग्रहण किए गए थे, जिस के लिए आवश्यक मुआवजा दिया जा रहा है ।

(घ) प्रश्न नहीं उठता ।

(ङ) तथा (च) जब भी भूमि अर्जित की गई, भूमि अर्जन संबन्धी शासनिक विधेयक के उपबन्धों के अनुसार, नियत किए गए दरों पर, सरकार द्वारा मुआवजा दिया जावेगा ।

Disparity in Industrial Establishments

*756. **Shri S. M. Banerjee:**
Shri Ram Krishan Gupta:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Qutstion No. 1082 on the 23rd December, 1960 and state:

(a) whether Government have since considered the recommendations of the Central Pay Commission in regard to leave entitlement of industrial and non-industrial staff;

(b) if so, the results thereof; and

(c) the action taken thereon?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) to (c). Orders covering the folowing types of leave have been issued in regard to non-industrial personnel:—

(i) Study Leave.

(ii) Hospital Leave.

(iii) Maternity Leave.

(iv) Refused leave preparatory to retirement.

(v) Casual Leave.

The orders regarding Hospital Leave also apply to industrial personnel.

The other recommendations of the Pay Commission are still under the consideration of Government.

Statutory Reserve by Banks

*757. **Shri Harish Chandra Mathur:**
Shri Shree Narayan Das:
Shri Radha Raman:
Shri Bibhuti Mishra:

Will the Minister of **Finance** be pleased to state:

(a) the circumstances which led to the withdrawal of Reserve Banks orders for maintenance of additional statutory reserves of 25 per cent. by the scheduled banks;

(b) the effect of this withdrawal; and

(c) whether it was at the initiative or with the concurrence of Government?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). The Reserve Bank has revoked the additional reserve requirement and has released the deposits impounded with it so as to assist the scheduled banks to meet the credit requirements during the current busy season. This has helped the banks to improve their resources to the extent of the deposits released.

(c) The power to impose or revoke additional reserve requirements vests with the Reserve Bank under the Reserve Bank of India Act. The question of obtaining the concurrence of the Government of India does not arise under the law.

Premier Automobiles Limited, Bombay

*758. **Shrimati Ila Palchoudhuri:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that negotiations have recently been held with Development Loan Fund of the United States of America for grant of a loan to Premier Automobiles, Ltd., a Bombay firm;

(b) if so, the purpose for which the loan has been negotiated; and

(c) progress made in connection with the negotiations?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c). The D.L.F. has sanctioned a loan of $7·2 million direct to the M/s. Premier Automobiles Limited. The loan is to be utilised to meet the foreign exchange cost of imports from the United States of America and of installing machinery for producing sheet metal automotive equipment of Fiat Cars and Dodge Trucks which are on the existing manufacturing programme of the firm and for expanding related parts of its automobile plant. Interest is computed at 5¾ per cent. per annum and is repayable in Indian rupees, within 15 years of the first drawal of the Loan. The Government of India are not a party to this Agreement.

Bihar-West Bengal Boundary Dispute

*759. **Shri Aurobindo Ghosal:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the boundary dispute between West Bengal and Bihar for Gobindapur village has been settled; and

(b) if so, when and with what result?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Chief Secretaries of the Governments of West Bengal and Bihar held discussions on 22nd-23rd November, 1960 and 11th January, 1961, but the examination of the matter has not been completed so far.

Indian Scientists and Technicians

*760. **Shri Asar:**
Shri Inder J. Malhotra:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that over 4,000 Indian scientists and technicians have registered their names with the Council of Scientific and Industrial Research for employment in India;

(b) if so, whether all are foreign qualified;

(c) whether Government have made any scheme for their employment; and

(d) if so, the details thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). Upto 15th February, 1961, 4945 persons with foreign qualifications, recently obtained, have

registered themselves in the Special Section of the National Register for Scientific and Technical Personnel.

(c) and (d). Classified lists of these persons are circulated periodically to employing authorities both in the public and private sectors. The Union Public Service Commission and some State Public Service Commissions have agreed to consider persons included in these lists automatically for suitable posts.

A Scientists' Pool with a reserve of 200 posts has been created to provide temporary placement to well qualified scientists including both foreign trained personnel and persons with high Indian qualifications. Selections to the Pool are now more or less continuous.

Demand for Renaming of Madras State

*761. { **Shri Tangamani:**
Shri Aurobindo Ghosal:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether there is a movement in the State of Madras for naming the State as Tamilnad;

(b) if so, what is the Government's reaction to it;

(c) whether it is a fact that the Minister of Law expressed himself against it during his tour of Kerala in February, 1960;

(d) whether Government have any proposal in the matter; and

(e) what is the reaction of the State Government in this regard?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) to (e). The Madras Government have intimated that there was no major campaign or movement for naming the State as Tamilnad and that the movement started by the Tamil Arasu Kazhagam on 30th January, 1961 was suspended on 16th February 1961 and finally called off after the State Government announced its decision on 24th February, 1961. The State Government has decided that while the name of the State in English should continue to be Madras, in place of the Tamil equivalent so far used, *viz.* "Chemai Pajyam", the State should be referred to in Tamil by the name "Tamizh Nadu".

(c) What the Law Minister said during his tour of Kerala in February 1961 was:

> "that if it was a movement merely for changing the name of a State then the people of that State can adapt any name so long as it remains as vital limb of India, and no reasonable objection can be taken against it. But, if on the contrary, the movement is used to spearhead a separatist movement to create an entity separate from India then every Indian would oppose it".

(d) No.

Income Tax Assessment of Film Actors and Actresses

*762. **Shri A. M. Tariq:** Will the Minister of **Finance** be pleased to state:

(a) whether any assessment is made of the income of the film actors and actresses in the country;

(b) whether income tax is realised from the film actors regularly;

(c) whether any cases of tax-evasion by the actors have come to the notice of Government; and

(d) if so, the details thereof and the action taken in the matter?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) to (c). Yes, Sir.

(d) It is not permissible to disclose details of individual cases in view of the prohibition contained in Section 54 of the Income-tax Act.

Natural Gas in Assam

*763. **Shri P. C. Borooah:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that some Italian Consultants have been appointed to advise Government on utilisation of Natural Gas discovered in Assam;

(b) if so, the name of the consultants and whether they have submitted any report; and

(c) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) and (c). Do not arise.

Rations for Officers and Other Ranks

*764. **Shrimati Renu Chakravartty:** Will the Minister of **Defence** be pleased to state:

(a) whether 'double rations' are issued to officers in field service;

(b) whether it is a fact that 'other ranks' are not given the same; and

(c) if so, the reasons therefor?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). The expression 'double rations' is not clear. However, the actual position is as follows:—

In peace stations while other ranks get free rations, officers do not. In concessional areas such as Jammu & Kashmir, North East Frontier Agency, certain areas of Assam etc., other ranks get a better scale of rations than what they get in peace stations. Officers also were given free rations in these areas on the same scale as for other ranks to begin with. With effect from 1st October 1958, however, certain improvements were effected in the scale of officers' rations in keeping with their dietary habits. In this connection attention of the hon. Member is invited to the reply given to Shri Khushwaqt Rai's Unstarred Question No. 1860 on the 31st August, 1959.

Capital Works in Delhi

*765. { **Shri Ram Krishan Gupta:**
{ **Shri Kodiyan:**

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government have received request from the Delhi Corporation for a loan of Rs. 91 lakhs for capital works to be executed during 1960-61; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The Corporation authorities have since intimated that the loan will not be required during the current financial year and so, no further action is necessary.

Primary Education in States

*650. **Shri Harish Chandra Mathur:** Will the Minister of **Education** be pleased to state:

(a) whether various State Governments have been asked to revise their tentative targets in respect of the primary education for Third Five Year Plan; and

(b) what is the nature of the suggestion and its financial implications?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) Does not arise.

Labour and Social Service Camps in Kerala

1400. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state:

(a) the number of labour and social service camps conducted by various

social organisations in Kerala State during 1957-58, 1958-59 and 1959-60;

(b) the achievement during these periods; and

(c) the aid given by the Central Government to conduct the various camps?

The Minister of Education (Dr. K. L. Shrimali): (a) 1957-58:21 camps; 1958-59: 59 camps; 1959-60: 41 camps.

(b) Apart from affording an opportunity to students and non-student youth campers to be closely connected with village communities, the campers completed a number of small work projects *e.g.*, repair and construction of approach roads; levelling of playgrounds; digging of wells and manure pits; construction and repairs of canals, irrigation tanks and drains; construction of embankments and culverts; construction and thatching of sheds for community halls. The girl campers performed environmental service i.e., home sanitation, child care, cleaning of village streets, drains and laying of kitchen gardens etc.

(c) 1957-58: Rs. 38,060·42.

1958-59: Rs. 65,679·85.

1959-60: Rs. 35,367·92.

Rourkela Township

1401. Shri D. C. Sharma: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the upto-date progress made in the construction of Rourkela township; and

(b) the total amount spent so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Out of 7486 houses originally planned for construction in the Rourkela township, 6776 houses had been completed by the end of January 1961. The rest are in advanced stages of construction. In addition, 1981 cheaper type of houses mainly for the expansion have also been taken up for construction.

Among non-residential buildings, a 250-bed hospital, four health clinics, two community centres, 396 shops, two high schools, 14 lower secondary schools, a cinema and nine hostels for trainees and apprentices have also been completed.

(b) The expenditure on construction till the 31st January 1961 was about Rs. 102·4 million.

Cattle Lifting by Pakistanis

1402. Shri D. C. Sharma: Will the Minister of **Home Affairs** be pleased state:

(a) whether it is a fact that cases of cattle lifting by Pakistanis on the Amritsar border have been on the increase;

(b) if so, the number of cattle lifted during 1960;

(c) the figures as compared to the corresponding period in 1959;

(d) the number of cattle recovered; and

(e) the steps taken or proposed to be taken to check the cattle lifting?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). There was no case of cattle lifting by Pakistanis on the Amritsar border in 1959 and 1960. There was, however, an attempt at cattle-lifting by Pakistanis in March, 1960 which was foiled due to the strict vigilance maintained by the police on the border.

(e) The police are maintaining strict vigilance.

Polytechnics in Maharashtra

1403. Shri Pangarkar: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state the up-to-date progress made so far in opening the Centrally-sponsored polytechnics in Maharashtra?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The Polytechnics at Bombay and Jalgaon have started functioning since June, 1960, in temporary buildings.

For the Jalgaon Polytechnic, the plans and estimates of the buildings have been approved by the State Government and construction is in progress. For the Bombay Polytechnic, a suitable site is being selected.

Scientific Research in Gujarat and Baroda Universities

1404. Shri Pangarkar: Will the Minister of **Education** be pleased to state the nature of facilities given to Gujarat and Baroda Universities during the last three years for scientific research and study?

The Minister of Education (Dr. K. L. Shrimali):

I. The University Grants Commission has provided financial assistance to the Universities of Gujarat and Baroda for the schemes mentioned against each:—

Gujarat University:

(1) For purchase of Scientific equipment and books and journals on Scientific & Technical subjects under the scheme for development or establishment of Post-graduate departments.

(2) Award of Post-Graduate Research Scholarships.

M.S. University of Baroda:

(1) Grants have been sanctioned for the construction of building, purchase of scientific equipment, books and journals on Scientific and Technical subjects and entertainment of certain additional staff for the development or establishment of Post-graduate Departments.

(2) Award of Post-Graduate Research Scholarships.

(3) Award of travel grants to science teachers for visiting other centres of research in India.

II. Assistance has also been made available to the M.S. University of Baroda under the India Wheat Loan Educational Exchange Programme for the following schemes:—

(a) Equipment for Instrumentation Workshop.

(b) Scientific equipment for special research projects.

(c) Library books and journals on scientific and technical subjects.

III. The Council of Scientific and Industrial Research has provided financial assistance to the Universities of Gujarat and Baroda for *ad hoc* schemes of research as follows:—

Gujarat University:

Optical resolution of synthetic and natural products.

M.S. University of Baroda:

(i) Optical Study on etched surface of metal and alloy crystals.

(ii) Studies of C4 metabolisms in moulds of plants.

(iii) CSIR Research Fellowship.

Educated Un-employment in Maharashtra

1405. Shri Pangarkar: Will the Minister of **Education** be pleased to state:

(a) the number of new teachers allotted to the Maharashtra Govern-

ment during 1960-61 so far under the scheme of relief of educated unemployment and expansion of primary education; and

(b) the amount allotted to the Maharashtra Government during 1960-61 for this purpose?

The Minister of Education (Dr. K. L. Shrimali): (a) 1,667 teachers.

(b) Rs. 50·00 lakhs were allocated to the composite State of Bombay. The share of the Maharashtra State is being decided.

Advocates in Supreme Court

1406. Shri Hem Raj: Will the Minister of **Law** be pleased to state the number of advocates entitled to practise in the Supreme Court and practising as such at present?

The Deputy Minister of Law (Shri Hajarnavis): The number of advocates on the rolls of the Supreme Court is 3073. All of them are entitled to practise in that Court.

As any advocate entitled to practise in the Supreme Court may appear before that Court at any time, it is not possible to distinguish between advocates not practising and advocates practising as such at present.

Major Accidents in Bhilai Steel Plant

1407. Shri D. C. Sharma: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the total number of major accidents that took place at Bhilai ever since the plant started;

(b) the number of persons involved in such incidents;

(c) whether any enquiry has been made into the causes of the accidents; and

(d) what precautions have been taken for the future?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) 253.

(b) 253.

(c) and (d). Courts of Enquiries were conducted in all cases of fatal and Electrical accidents. A number of circulars, instructions, and standing orders regarding provision of adequate measures for the safety of life and person of workers are in force, and have been circulated to all contractors and engineers in the Project. The contractors are expected to abide by these instructions, and the officers of the Project are required to see that these instructions are followed by the contractors. Safety appliances, rubber hand gloves, insulation pads etc. have also been provided to electrical workers engaged on hazardous jobs and the staff of the electrical establishment of the project is technically qualified. A Safety Engineer is also in position at Bhilai. A Departmental Safety Committee meets every month to review the progress made and their recommendations are given effect to.

Legal aid to S.C. and S.T.

1408. Shri Kumbhar: Will the Minister of **Home Affairs** be pleased to state:

(a) the amount of legal aid for Scheduled Castes and Scheduled Tribes given to various States and Union Administrations separately during the Second Five Year Plan period, year-wise so far;

(b) whether the amount has been fully utilised;

(c) if not, the reasons therefor; and

(d) the number of persons benefitted?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (d). The information is being collected from the State Governments and Union Territory Administrations and will be laid on the Table of the House as soon as it is received.

Basic Education in Rajasthan

1409. Shri Onkar Lal: Will the Minister of **Education** be pleased to state:

(a) the total sums given to the Government of Rajasthan for promotion of basic education during the Second Five Year Plan period; and

(b) the amount utilised so far during the Second Five Year Plan for this purpose?

The Minister of Education (Dr. K. L. Shrimali): (a) 1956-57: Rs. 7,61 lakhs.

1957-58: Rs. 10·12 lakhs.

Grants for 1958-59 and 1959-60 were sanctioned sector-wise, *i.e.*, "Elementary Education", "Secondary Education", "University Education" and "Other Schemes" and not for individual schemes separately. In 1960-61, grants are being given for "Education" as a whole. It is, therefore, not possible to give separate figures for "Basic Education" from 1958-59 onwards.

(b) 1956-57: Rs. 5·05 lakhs.

1957-58: Rs. 11·74 lakhs.

As explained above, it is not possible to give this information in respect of the remaining years of the Second Plan.

Arrests under Arms Act in Delhi

1410. Shri Daljit Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) the total number of persons arrested in Delhi under Arms Act during 1960-61 so far; and

(b) the number out of them convicted?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). 287 persons were arrested under the Arms Act during 1960 and 32 in 1961 up till the 26th February. So far 98 persons of those arrested in 1960 and 4 of those arrested in 1961 have been convicted.

Colleges for Three-Year Degree Course

1411. Shri Daljit Singh: Will the Minister of **Education** be pleased to state:

(a) the names of places and States where colleges for three-year degree course have been set up during Second Five-Year Plan period; and

(b) the number of such colleges proposed to be set up during the Third Five-Year Plan period?

The Minister of Education (Dr. K. L. Shrimali): (a) A statement containing names of the States and universities with the number of their Colleges or Faculties which have introduced the 3-year degree course so far is laid on the Table. [*See* Appendix II, annexure No. 67]. Information relating to the names and places is not fully available.

(b) This will depend upon the Third Plan schemes of the States and universities which have yet to be finalized, and the final allocation of funds for the purpose.

Military Schools

1412. Shri N. M. Deb: Will the Minister of **Defence** be pleased to state the locations of four military schools to be set up in the Third Five Year Plan period?

The Minister of Defence (Shri Krishna Menon): It is presumed that the reference is to the Sainik Schools under a scheme initiated as a result of the cooperation of Ministry of Defence and concerned State Governments. Sainik Schools will be set up where possible and required. This plan is at present under different stages of development in Gujarat, Maharashtra, Punjab and Rajasthan.

Colonies for Ex-servicemen in Jammu and Kashmir

1413. Shri D. C. Sharma: Will the Minister of **Defence** be pleased to state:

(a) the number of colonies established so far in Jammu and Kashmir for the ex-servicemen of Jammu and Kashmir; and

(b) the number of colony inmates?

The Minister of Defence (Shri Krishna Menon): (a) None, Sir.

(b) Does not arise.

Archaeological Excavations in U.P.

1414. Shri D. C. Sharma: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether any archaeological excavation was carried out in U.P. during 1960-61; and

(b) if so, the result thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No archaeological excavation was carried out by the Union Department of Archaeology in Uttar Pradesh during 1960-61, but the universities of Banaras and Allahabad continued their excavation work at Rajghat and Kaushambi respectively.

(b) Full details of the excavations undertaken by the universities are awaited.

Archaeological Excavations in Hoshiarpur

1415. Shri D. C. Sharma: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether Central Archaeological Department propose to take up excavation work at places of historical importance in Hoshiarpur; and

(b) if so, when this work is likely to commence?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir.

(b) Does not arise.

Taj Mahal

1416. Shri D. C. Sharma: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether any repairs to the Taj Mahal have been carried out recently;

(b) if so, whether the work has been completed;

(c) whether repairs have been done departmentally or through contractors;

(d) whether work was suspended in between; and

(e) if so, the reasons therefor?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) Not yet.

(c) Departmentally.

(d) No, Sir.

(e) Does not arise.

Girls' Education in Delhi

1417. Shri D. C. Sharma: Will the Minister of **Education** be pleased to state:

(a) the amount sought for by Delhi Administration for the education of girls in the State for 1959-60 and 1960-61;

(b) the nature of the schemes for which the Delhi Administration sought Central aid and those sanctioned and the amounts given for each scheme;

(c) the amount spent in 1959-60;

(d) whether any new schemes have been formulated for expansion of girls' education since Durgabai Deshmukh Committee Report was published; and

(e) how far these schemes have been sanctioned for Delhi?

The Minister of Education (Dr. K. L. Shrimali): (a) For 1960-61, proposals for Rs. 23,500, which was the amount provided in the area budget for implementation of the scheme for expansion of girls' education and training of women teachers at the elementary stage, have been received. No proposals were received for the year 1959-60.

(b) The Delhi Administration proposed to take up the following sub-schemes of which the first one was not within the scope of the scheme. The others were approved for amounts shown against each:—

	Rs.
(i) Village allowance to women teachers.	—
(ii) Appointment of school mothers.	2,400
(iii) Stipends for teachers	1,000
(iv) Refresher courses.	2,000
(v) Stipends to girl students.	2 500
(vi) Attendance scholarships.	15,600

(c) No expenditure was incurred during 1959-60 as the scheme was not taken up for implementation.

(d) One new Sub-Scheme for provision of hostel facilities for girls in middle and secondary schools has been approved during 1960-61 under the scheme for expansion of girls' education and training of women teachers.

(e) The sub-scheme was not referred to the Delhi Administration as it would not be possible for them to meet the entire cost from within their area budget for the year.

Numaati Refinery

1418. Shri D. C. Sharma: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No. 433 on the 21st November, 1960 and state the further progress since made in setting up a refinery at Noonmati (Gauhati)?

The Minister of Mines and Oil (Shri K. D. Malaviya): A statement detailing the progress achieved is laid on the Table of the House. [*See* Appendix II, annexure No. 68].

3. *Effluent discharge*:

Arrangements are in hand to complete this scheme by the time the refinery commences operation.

4. *Temporary siding and the Marshalling yard*:

Temporary railway siding from Narangi railway station to the refinery site has been completed and is in use. Construction of a loading rack within the refinery has been taken in hand.

5. *Training*:

53 Indian trainees, who have returned from Rumania, are at present employed on construction|supervision jobs.

6. *Rumanian Experts*:

Of a total of 48 Rumanian experts who are to come from Rumania, 36 experts are in position to supervise and advise in the construction and erection works.

7. *Equipment and materials from Rumania*:

Out of about 17,000 tons of refinery equipment and materials, 15,800 tons of equipment and materials were received from Rumania upto 31st December, 1960. The balance of equipment is on the way.

8. *Time schedule*:

Each unit of the refinery will be put on trial operations before commencement of full production. The trial operation of the first unit is likely to be taken up by August| September, 1961.

Protected Monuments in Punjab and Himachal Pradesh

1419. Shri Daljit Singh: Will the Minister of **Scientific Research and cultural Affairs** be pleased to state:

(a) the total amount allotted for the maintenance and special repairs of each of the protected monuments in Punjab and Himachal Pradesh for the year 1960-61; and

(b) the amount actually spent so far on each of them?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). Time and labour spent in collecting the information will not be commensurate with the results thereof. Information can be furnished in respect of any single monument if so desired.

Small Savings Scheme in Punjab

1420. Shri Daljit Singh: Will the Minister of **Finance** be pleased to state the total amount collected under the Small Savings Scheme during 1960-61 in Punjab?

The Minister of Finance (Shri Morarji Desai): The figures for the year 1960-61 will be available in May next. The net collections in the Punjab for the ten months ending January, 1961 amount to Rs. 1,13 lakhs approximately.

Flying Cycle

1421. Shri Ram Krishan Gupta: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 1868 on the 15th December, 1960 and state whether Shri R. A. Prasar has since submitted a suitable scheme to the Council of Scientific and Industrial Research for developing a flying cycle?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): No, Sir.

Ordnance Factory, Khamaria

1422. Shri Ram Krishan Gupta: Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 341 on the 11th August, 1960 and state:

(a) the further progress made in completing the investigations relating to losses and deficiencies found in the stores of Ordnance Factory, Khamaria; and

(b) if so, the result thereof?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The Government have set up an *Ad Hoc* Committee to advise them regarding the extent of losses requiring regularisation. This Committee is to submit its report shortly and a statement will be laid on the Table of the House after the report of this Committee has been considered by the Government.

Engineering College, Allahabad

1423. Shri Ram Krishan Gupta: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state the nature of progress made so far in starting at Allahabad the Centrally-sponsored Engineering College?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): Detailed plans and estimates for the buildings are under preparation and about 105 acres of land have been secured for immediate construction purposes.

The Principal and some members of staff have been appointed and arrangements are in progress for starting the College in August, 1961.

Yogic Education

1424. Shri Rameshwar Tantia: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that grants have been given to Vishvayatan Yogashram, New Delhi and Vaishnvidevi (Jammu) for encouragement have been given to Vishvayatan of Yogic education during 1959-60 and 1960-61; and

(b) if so, whether audited accounts have been received for the expenditure?

The Minister of Education (Dr. K. L. Shrimali): (a) Year 1959-60. Yes, Sir.

Year 1960-61. No, Sir.

(b) Year 1959-60. Yes, Sir.

Year 1960-61. No, Sir.

पंचायतों का कार्य

१४२५ श्री भक्त दर्शन :
श्री अजित सिंह सरहदी :

क्या विधि मंत्री १६ नवम्बर, १९६० के अतारांकित प्रश्न सं० २३९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) पंचायतों के कार्य की समीक्षा करने के लिये जो अध्ययन दल नियुक्त किया गया था उसने अब तक क्या प्रगति की है; और

(ख) उसका कार्य कब तक पूरा होने की आशा है ?

विधि उपमंत्री (श्री हजरतबीस): (क) राज्य सरकारों, उच्च न्यायालयों के रजिस्ट्रारों, वकील संघों, पार्टियों के नेताओं, पंचायतों से सम्बद्ध चुने हुये व्यक्तियों और संस्थाओं को प्रश्नावलि सहित पत्र भेज दिए गए हैं। एक प्रेस विज्ञप्ति भी निकाली गई है जिसमें आम जनता से सुझाव और टिप्पणियां मांगी गई हैं। उत्तर और सुझाव आने लगे हैं और अध्ययन दल मौके पर अध्ययन करने के लिये शीघ्र ही राज्यों में जाने का विचार कर रहा है।

(ख) जब अध्ययन दल मौके पर जा कर अध्ययन कर लेगा तब उसके बाद शीघ्र ही उसका काम पूरा हो जायेगा।

अनुसूचित क्षेत्र तथा आदिम जाति आयोग

१४२६ श्री भक्त दर्शन :
श्री नवल प्रभाकर :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अनुसूचित क्षेत्रों व आदिम जातियों के बारे में जो आयोग श्री ढेबर की अध्यक्षता में नियुक्त किया गया था उसने इस बीच अपने कार्य में क्या प्रगति की है; और

(ख) उसका काय कब तक समाप्त होने की आशा है ?

गृह-कार्य उपमंत्री (श्रीमती आल्वा): (क) और (ख). अनुसूचित क्षेत्रों व आदिम जातियों का आयोग अपना प्रतिवेदन तैयार करने के लिये आवश्यक सूचनाएं तथा अन्य मसौदा इकट्ठा कर रहा है। अब तक आयोग ने असम, आंध्र प्रदेश, मध्य-प्रदेश, बिहार, पंजाब, उड़ीसा, राजस्थान तथा हिमाचल प्रदेश का दौरा किया है तथा राज्य सरकारों के अधिकारियों, गैर-सरकारी संस्थाओं और अन्य व्यक्तियों के प्रतिनिधियों, विधान सभाओं के सदस्यों और संसद् सदस्यों से बातचीत की है। आयोग को अपना अन्तिम प्रतिवेदन मई, १९६१ में प्रस्तुत करने की आशा है।

Privy Purses

1427. Shri Osman Ali Khan: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have decided to discontinue privy purses to the heirs to the former rulers of Indian States; and

(b) if so, what would be the ultimate annual saving to the national ex-chequer due to this discontinuance?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

International Union of Local Authorities Conference at Israel

1428. { **Shri Warior:** / **Shri Punnoose:** / **Shri Kodiyan:**

Will the Minister of **Home Affairs** be pleased to state:

(a) whether any delegation of Delhi Corporation had been invited to attend the International Union of Local Authorities Conference held in Israel during November last;

(b) if so, whether any report of the Conference had been submitted; and

(c) the main contents of the report, if any?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) and (c). Do not arise.

Forts of Ex-Rulers

1429. **Shri Chintamoni Panigrahi:** Will the Minister of **Home Affairs** be pleased to state:

(a) the total amount of money which has been spent so far during the Second Five Year plan period for looking after the forts belonging to the ex-rulers; and

(b) to what use these forts are being put to by Government?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Certain properties belonging to Rulers of former Indian States are treated as protected archaeological monuments of national importance and looked after by the Department of Archaeology. Information about the expenditure incurred for this purpose is being collected and will be laid on the table of the House in due course. No forts belonging to Rulers which are not protected archaeological monuments are being maintained by the Government of India.

Hospital for Yogic Practices in Bombay

1430. **Shri Raghunath Singh:** Will the Minister of **Education** be pleased to state whether Government are contemplating to open a hospital for Yogic practices at the Yoga Centre at Bombay?

The Minister of Education (Dr. K. L. Shrimali): No proposal for opening any such hospital is under consideration

Appointments in Home Ministry

1431. **Shri Naldurgkar:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that some appointments in the Home Ministry and its attached, subordinate offices have been made without reference to and without the consultation of the Union Public Service Commission;

(b) if so, the number of persons appointed and their pay scales; and

(c) whether Union Public Service Commission has complained as regards these appointments?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No such appointment has been made without consultation with the Union Public Service Commission, except in posts covered by the Union Public Service Commission (Exemption from Consultation) Regulations, 1958.

(b) Does not arise.

(c) No.

British Loan for Third Five Year Plan

1432. { **Shri Raghunath Singh:** / **Shri Ram Krishan Gupta:**

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Sir Denis Rickett of British Treasury Department had a talk with the Indian Finance Minister in connection with a loan of 60 crores during Third Five Year Plan; and

(b) if so, the outcome of the talk?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Sir Denis Rickett made a courtesy call on the Finance Minister when a brief reference was made to the credit recently offered by the United Kingdom by way of initial assistance for the Third Five Year Plan. The detailed arrangements for the utilisation of the credit have not yet been finalised.

All India Primary Education Conference

1433. **Shri P. C. Borooah:**
Shri Amjad Ali:

Will the Minister of **Education** be pleased to state:

(a) whether an All-India Primary Education Conference was held in New Delhi in January this year;

(b) if so, what matters were mainly discussed at this Conference; and

(c) what recommendations and suggestions were made at the Conference?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) and (c). A copy of the resolutions stated to have been passed in the Conference received from the All India Primary Teachers' Federation is laid on the Table.

विवरण

अखिल भारतीय प्राथमिक शिक्षक सम्मेलन दिल्ली।

१५ जनवरी, १९६१ को स्वीकृत

प्रस्ताव—१

अखिल भारतीय प्राथमिक शिक्षा सम्मेलन में उपस्थित देश के कोने-कोने से आए हुये समस्त प्रतिनिधि सर्वसम्मति से घोषणा करते हैं कि भारत के समस्त प्राथमिक शिक्षक तृतीय पंचवर्षीय योजना काल के लिए प्राथमिक शिक्षा के निर्धारित कार्यक्रम को पूर्णतया सफल बनाने में अपनी पूरी शक्ति और योग्यता का पूरा उपयोग करेंगे और इस सम्बंध में अपना पूर्ण सहयोग प्रदान करेंगे।

प्रस्ताव—२

हमारे प्रजातान्त्रिक देश के कई राज्यों में विधान परिषद् हैं किन्तु उनमें शिक्षकों के स्थानों पर खड़े होने का अधिकार केवल माध्यमिक स्कूलों के अध्यापकों को दिया गया है। यह कितनी खेद जनक बात है कि एक प्रायमरी शिक्षक चाहे कितनी भी ऊंची शैक्षणिक योग्यता रखता हो किसी विधान परिषद् में शिक्षक स्थान के लिये मत नहीं दे सकता और न खड़ा ही हो सकता है। प्राथमिक शिक्षकों से यह भेद-भाव प्रजातंत्र के आधारभूत सिद्धान्तों से मेल नहीं खाता।

अतः यह सम्मेलन सरकार से सानुरोध मांग करता है कि राज्यों की विधान परिषदों के शिक्षक स्थानों के लिये प्राथमिक शिक्षकों को खड़े होने और मतदान करने के सभी अधिकार प्रदान किये जायें। जहां विधान परिषदें नहीं हैं वहां विधान सभाओं अथवा स्थानीय संस्थाओं में शिक्षकों के प्रतिनिधि लिये जायें।

प्रस्ताव—३

इस सम्मेलन की सम्मति में राज्य और सरकार की शिक्षा के हर कार्य में प्राथमिक

शिक्षा को प्राथमिकता प्रदान करनी चाहिये। यह देख कर बड़ा ही अचम्भा होता है कि सरकार ने विश्वविद्यालयों की तथा माध्यमिक शिक्षा की सब बातों की जांच पड़ताल के लिये तो अलग-अलग आयोग नियुक्त किये हैं और उनकी सिफारिशों पर विचार किया गया है : किन्तु प्राथमिक शिक्षा के लिये सरकार ने कोई आयोग नियुक्त करने की आवश्यकता नहीं समझी।

इस सम्मेलन की यह स्पष्ट धारणा है कि यह राष्ट्र के हित में ही है कि देश के शैक्षणिक आधार को शक्तिशाली बनाने के लिये एक ऐसा आयोग अवश्य नियुक्त किया जाय जो कि प्राथमिक शिक्षा से संबन्धित सभी बातों पर विचार करके सरकार को रिपोर्ट दे।

प्रस्ताव—४

अखिल भारतीय प्राथमिक शिक्षा सम्मेलन की यह स्पष्ट धारणा है कि देश के विभिन्न राज्यों में प्राथमिक शिक्षकों की अवस्था अत्यन्त शोचनीय है। यह सभी मानते हैं कि शिक्षकों की सामाजिक तथा आर्थिक दशा उन्नति हुए बिना शिक्षा के काम को अधि सफलता पूर्वक नहीं चलाया जा सकता है। अत: यह सम्मेलन भारत सरकार से सानुरोध प्रार्थना करता है कि प्राथमिक शिक्षा के कार्य को केन्द्रित सरकार अपने हाथ में ले लें और देश के समस्त प्राथमिक शिक्षकों को केन्द्रीय सरकार का कर्मचारी माना जाये। फिर चाहे वे किसी राज्य सरकार अथवा किसी संस्था के अन्तर्गत कार्य करें।

प्रस्ताव—५

यह सम्मेलन देश के विभिन्न राज्यों में प्राथमिक शिक्षा के विभिन्न स्तर तथा पाठ्यक्रम को देश की सम्पूर्ण शिक्षा के लिए हानिकारक समझता है। विभिन्न शिक्षा प्रणालियो एवं पाठ्क्रम की विभिन्नतायें अविलम्ब समाप्त किया गाये। देश में एक ही शिक्षा प्रणाली एवं पाठ्क्रम जारी किया जाये यह अत्यन्त आवश्यक है।

अत: यह सम्मेलन सरकार से अनुरोध करता है कि वह ऐसे पग उठाये जिससे यथाशीघ्र देश में एक ही शिक्षा प्रणाली जारी की जा सके।

प्रस्ताव—६

अखिल भारतीय प्राथमिक शिक्षा सम्मेलन का यह अधिवेशन पंजाब राज्य के शिक्षा संचालक के इस व्यवहार की ओर निन्दा करता है जिसके द्वारा पंजाब के शिक्षकों पर इस अधिवेशन में उपस्थित होने पर प्रतिबन्ध लगा दिया गया है और जो शिक्षक इस अधिवेशन में सम्मिलित हुए हैं उनके विरूद्ध अनुशासनात्मक कार्यवाही करने के आदेश प्रसारित किए गए हैं।

यह सम्मेलन भारत सरकार तथा पंजाब के प्रमुख मंत्री महोदय से अनुरोध करता है कि पंजाब के शिक्षा संचालक के विरूद्ध इस राष्ट्र विरोधी कार्यवाही के लिए कठोर कार्यवाही की जाये, साथ ही उन्हें आदेश दिया जाये कि वे पंजाब में प्राथमिक शिक्षकों के संगठन को न केवल पूर्ण सहयोग ही दें, अपितु प्रत्येक शैक्षणिक कार्य के लिए उन्हें उचित सहायता प्रदान करें।

प्रस्ताव—७

विगत नवम्बर मास में केन्द्रीय शिक्षा मंत्री की अध्यक्षता में जो राज्य शिक्षा मंत्रियों की बैठक दिल्ली मे हुई उसमें निश्चय किया गया था कि प्राथमिक शिक्षकों को सेवा निवृत्ति वेतन पर प्रोविडेंट फंड, ग्रेच्यूटी, फ्री इंश्योरेंस, पेंशन तथा शिक्षक सन्तानों को निःशुल्क शिक्षा देने की सुविधा दी जाये।

सम्मेलन यह अनुरोध करता है कि राज्यों में इस स्वीकृत प्रस्ताव को शीघ्रातिशीघ्र कार्यान्वित कराया जाये।

भवदीय

प्रधान मंत्री,

अखिल भारतीय प्राथमिक शिक्षा संघ

Post-matric Scholarships to S.C. and S.T. Students in U.P.

1434. Shri S. M. Banerjee: Will the Minister of **Education** be pleased to state:

(a) what amount has been sanctioned for the grant of Post-matric scholarships to the Scheduled Caste and Scheduled Tribe students in all the States for 1961-62; and

(b) the amount sanctioned on that account to the Government of Uttar Pradesh?

The Minister of Education (Dr. K. L. Shrimali): (a) No amount has so far been sanctioned for the year 1961-62.

(b) Does not arise.

Gold Seized by Customs

1435. Shri Nathwani:
Shri Morarka:

Will the Minister of **Finance** be pleased to state:

(a) the total value of goods, bullions, jewels, etc., seized or confiscated by Customs during the last five years (year-wise);

(b) the total penalty imposed on such offenders; and

(c) whether all the goods confiscated are sold or are awaiting any disposal.

The Minister of Finance (Shri Morarji Desai): (a) The approximate value of the goods, bullion, jewels, etc., seized or confiscated by the Customs, Land Customs and Central Excise authorities in India during the last five years is shown in the statement laid on the Table. [*See* Appendix II annexure No. 69].

(b) Rs. 2,23,54,000 approximately.

(c) A small proportion of the goods was awaiting disposal on the 1st January, 1961.

Forfeited Vessels

1436. Shri Nathwani:
Shri Morarka:

Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 719 on the 24th November, 1960 and state:

(a) the details and value of the 84 vessels forfeited for smuggling activities;

(b) whether the same have been disposed of; and

(c) if so, to whom and on what terms?

The Minister of Finance (Shri Morarji Desai): (a) to (c). The information is furnished in a statement laid on the Table. [*See* Appendix II, annexure No. 70].

Private Schools in Delhi

1437. Shri Ram Krishan Gupta: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 1644 on the 12th December, 1960 and state the decision of the Government of India on the proposal of the Delhi Municipal Corporation seeking authority to accord or refuse recognition to private schools and to regulate service conditions of teachers employed by them and such other powers in respect of these institutions?

The Minister of Education (Dr. K. L. Shrimali): The matter is still under consideration.

Temporary Posts in M.E.S.

1438. Shri Ram Krishan Gupta: Will the Minister of **Defence** be pleased to refer to the reply given to Unstarred Question No. 1666 on the 12th December, 1960 and state what is the result of Government's consideration of the proposals for conversion of certain temporary posts in the M.E.S. into permanent ones?

The Minister of Defence (Shri Krishna Menon): It has been decided that temporary posts in the M.E.S. held by civilians on the last April, 1959, for a continuous period of three years (excluding those sanctioned for specific projects, workshops and industrial establishments), which are likely to be required on a long-term basis, be made permanent as shown below:—

(i) 80 per cent. of the posts sanctioned for maintenance work.

(ii) 50 per cent. of the posts sanctioned for other than maintenance work.

Orders indicating the number of posts to be made permanent will be issued shortly.

2. The question of increasing the percentage of permanent posts falling under (ii) above as well as the question of conversion of a proportion of temporary posts, sanctioned for specific projects, workshops and industrial establishments, into permanent ones are under consideration.

दिल्ली सलाहकार समिति

१४३९. **श्री नवल प्रभाकर** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली की सलाहकार समिति ने वर्ष १९६०–६१ में कितने प्रस्तावों पर विचार किया ; और

(ख) अभी कितने प्रस्तावों पर कार्यवाही होनी शेष है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : एक विवरण सभा पटल पर रख दिया गया है ।

[देखिये परिशिष्ट २, अनुबन्ध संख्या ७१]

दिल्ली हरिजन कल्याण बोर्ड

१४४०. **श्री नवल प्रभाकर** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हय सच है कि दिल्ली हरिजन कल्याण बोर्ड ने दिल्ली की उद्योग प्रशिक्षण संस्था से वृत्तियां देने की प्रार्थना की थी ; और

(ख) क्या यह भी सच है कि उक्त संस्था ने हरिजन कल्याण बोर्ड द्वारा भेजे गये सभी हरिजन प्रशिक्षार्थियों को वृत्तियां नहीं दीं ?

गृह कार्य उपमंत्री (श्रीमती आल्वा) : (क) जी नहीं । हरिजन कल्याण बोर्ड प्रशिक्षणार्थियों को छात्र वृत्ति देने के विषय में प्रशिक्षण संस्था को सीधे न लिखकर, दिल्ली प्रशासन के हरिजन कल्याण विभाग से पत्र-व्यवहार करता है ।

(ख) स्वीकृत धनराशि में से विभिन्न औद्योगिक तथा तकनीकी प्रशिक्षणालयों में तकनीकी तथा व्यवसायिक प्रशिक्षण पाने वाले सारे हरिजन विद्यार्थियों को वृत्ति देना सम्भव नहीं हुआ ।

केन्द्रीय सरकार के पत्रों के शीर्षक

१४४१. **श्री ओनारायण दास :**
श्री राघारमण :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गृह-कार्य मंत्रालय ने केन्द्रीय सरकार के सभी मंत्रालयों को इस बात की स्वीकृति दे दी है कि वे अपने पत्रों के शीर्षक हिन्दी और अंग्रेजी दोनों भाषाओं में छाप सकते हैं ; और

(ख) यदि उपरोक्त भाग (क) का उत्तर स्वीकारात्मक हो, तो अब तक किन किन मंत्रालयों ने ऐसा कर लिया है अथवा शीघ्र करने का इरादा रखते हैं ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) जी हां ।

(ख) वर्तमान स्टाक के समाप्त हो जाने पर लगभग सभी मंत्रालय पत्रों के शीर्षकों को हिन्दी में भी छपवाने का इरादा रखते हैं । कुछ मंत्रालयों से इस सम्बन्ध में अभी तक सूचना नहीं मिली है ।

Nagas

1442. Shri Raghunath Singh: Will the Minister of **Home Affairs** be pleased to state whether it is a fact that one Naga was killed by armed Naga Hostiles at Karong on the 14th January, 1961 and two houses were set on fire?

The Minister of State in the Ministry of Home Affairs (Shri Datar): On the 13th January, 1961, one Naga of Karong, Police Station Imphal, was killed and two Naga houses were set on fire by some unknown miscreants. The case is still under investigation by the police.

Nagas

1443. Shrimati Mafida Ahmed: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that an encounter took place between the Naga hostiles and the Assam Rifles men at Tamenling in N.H.T.A. in the 1st week of January, 1961;

(b) if so, the number of casulties; and

(c) the broad details of the incident?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). While no such encounter took place at Tamenglong, the Fourth Assam Rifles encountered about 30 Naga hostiles on the morning of the 5th January, 1961 near Maram, Police Station Mao. During the encounter, one hostile was killed while three were arrested and two rifles and some ammunition and other articles were captured.

Crime Department of Delhi

1444. Shri P. C. Borooah: Will the Minister of **Home Affairs** be pleased to state:

(a) the number of people on the "wanted list" of the Crimes Department, Delhi for more than two years;

(b) whether the arrest of such offenders becomes virtually impracticable if they move out of the Union Territory; and

(c) whether lack of a co-ordinating organisation to keep track of such offenders, on the inter-State level, on the lines of the Interpol as it exists on the international level, is felt?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 895.

(b) and (c). No. The arrest of proclaimed offenders can be effected anywhere in India under the Criminal Procedure Code. Information about such offenders is published in the Criminal Intelligence Gazettes which are circulated to all the State C.I.Ds.

Coal Mine at Kalakote

1445. Shri P. C. Borooah: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether there is a scheme for the development and exploitation of the coal mine at Kalakote in Jammu and Kashmir included in the Third Five Year Plan;

(b) if so, what is the cost of the scheme;

(c) how the cost would be shared;

(d) whether foreign assistance is sought for the scheme; and

(e) if so, from where and in what form?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) and (c). There is a provision of Rs. 60 lakhs for this purpose in the

Third Plan outlay of Jammu and Kashmir.

(d) and (e). There is no definite proposal at present.

Statue of Dronacharya at National Defence Academy

1446. Shri Assar: Will the Minister of **Defence** be pleased to state the progress made towards a decision to set up a statue of Dronacharya in **Defence** Academy, Khadakvasala, **Poona?**

The Minister of Defence (Shri Krishna Menon): The proposal to erect a statue of Dronacharya at the National Defence Academy, at an estimated cost of Rs. 70,000 was dropped in March, 1956.

Purchase of Rum for Defence Canteen

1447. Shri Raghunath Singh: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that rum for the Defence Canteen was purchased at double the market rate thus causing a loss of nearly 2 crores of rupees to the Government of India and an enquiry was held in the affair by two senior Joint Secretaries of the Defence Ministry; and

(b) if so, the result of the enquiry?

The Minister of Defence (Shri Krishna Menon): (a) and (b). From the enquiry made by two Joint Secretaries of the Ministry of Defence into the working of the Canteen Stores Department (India) it was found that this department had paid for rum purchased by it nearly double the price paid by the Army Supply Corps for rum procured by it through the Ministry of Food and Agriculture for supply to the troops. As a result of these purchases by the Canteen Stores Department (India) however there is no loss to Government as such. It resulted, however, in a considerable increase in price to the consumers.

The report is at present under detailed examination by the Government.

Basic Wage of Primary School Teachers

1448. Shri Tangamani: Will the Minister of **Education** be pleased to state:

(a) whether Planning Commission has proposed that primary school teachers should get a minimum of Rs. 50 p.m. as basic wage;

(b) if so, the steps taken to enforce it; and

(c) what are the views of the various State Governments?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) and (c). Do not arise

Grant to Manipur Schools

1449. Shri L. Achaw Singh: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that reimbursement of tuition fees granted to aided high schools in Manipur by the local Administration has been withdrawn and schools have been financially hard hit;

(b) whether tuition fees from students of lower classes upto Class VIII are to be reimposed; and

(c) the reasons for the withdrawal of 90 per cent grant-in-aid to high schools?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) No, Sir.

(c) The grant-in-aid has not been withdrawn.

Naga Hostiles

1450. { Shri L. Achaw Singh: / Shri P. C. Borooah:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether any members of the armed gang who looted Zamlong Bazar in Imphal during December, 1960 have been apprehended by the Manipur Police;

(b) whether it is a fact that they belong to a hostile group of Nagas planning to raid Imphal; and

(c) the steps taken by the Manipur Administration to meet any such raid in Imphal and its neighbourhood?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Not yet.

(b) The case is still under investigation. From the facts ascertained so far it does not appear that the miscreants belonged to any hostile group of Nagas planning to raid Imphal.

(c) Adequate security measures have been taken.

Naga Area

1451. Shri L. Achaw Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the sub-divisions of Tamenglong and Ukhrul and the Mao Maram circle have been declared as disturbed areas under the provisions of Armed Forces (Assam and Manipur) Act; and

(b) steps taken to check and control lawlessness in the hills?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Ukhrul Sub-Division, the Mao Maram Circle and the Tamenglong Sub-Division north of the old Cachar Road have been declared as disturbed areas under section 3 of the Armed Forces (Assam and Manipur) Special Powers Act, 1958, so as to enable the security forces to take more effective action against hostile activities. Security forces in the affected areas have been adequately strengthened.

Kangsabati Project

1452. Shri Aurobindo Ghosal: Will the Minister of **Home Affairs** be pleased to state:

(a) whether Adivasi and Scheduled Caste people have been affected or are likely to be affected by the Kangsabati Project of West Bengal; and

(b) if so, how many and how they have been rehabilitated?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Out of the total population of 9500 which will be affected by this project the number of Adivasi and Scheduled Caste people will be about 1995 and 5225 respectively.

(b) None of them have been displaced so far and the question of their rehabilitation does not arise at present. The State Government are, however, fully seized of this problem.

National War Memorial

1453. Shri L. Achaw Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the National War Memorial at Khomjom, Manipur has not yet been constructed because of non-availability of funds;

(b) whether a scheme has been prepared by the P.W.D., Manipur; and

(c) whether it can be implemented during this year?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The Manipur Administration offered to the Khongjom War Memorial Committee a piece of land for the construction of National War Memorial at Khongjom subject to the condition that funds for the actual erection of he Memorial would be found by he Committee. The good offices of the Manipur P.W.D. were made available to the Memorial Committee for preparation of an estimate. It is for the Committee now to take further action in the matter.

"Link" for Prisoners in Manipur

1454. Shri L. Achaw Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the 'Link' Magazine is not supplied to security prisoners from Manipur; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The Jail Library, Imphal, does not subcribe to the "Link" magazine; and no security prisoner made a demand for it. The Nowgong Jail where some Manipur security prisoners were transferred is under the Government of Assam. It appears that 'Link' has not yet been included in their list of papers and periodicals aproved for supply in Jails to prisoners.

Navagraha Statues' Stone-Block

1455. Shri Sanganna: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that a proposal to transport the Navagraha Statues' Stone-block from Konarak temple in Orissa to New Delhi museum is under the consideration of the Government of India; and

(b) if so, with what result?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir.

(b) Does not arise.

Census in Punjab

1456. Sardar Iqbal Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) what steps have been taken to ensure that the census in Punjab is carried out efficiently and correctly;

(b) whether the language groups are to be separately recorded; and

(c) what are the language groups to be recorded?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Intensive training was given to the census staff and full instructions were issued on how replies to the questions in the census slip should be recorded. The enumeration staff faithfully record the replies given by the citizens. A citizen giving wilfully false answers or an enumerator recording an answer falsely are liable to be prosecuted. The State Government of the Punjab also lent every assistance to the census authorities in carrying out the enumeration smoothly.

(b) and (c). The mother tongue including any dialects returned by every citizen is recorded in full. Mother tongue is the language spoken in childhood by the person's mother to the person or the language mainly spoken in the household. In addition to the mother tongue any other language which a person speaks and understands best and can use with facility in communicating with others has also been recorded.

Conference of Commonwealth Auditors General

1457. Shri Kalika Singh: Will the Minister of **Finance** be pleased to state:

(a) whether a Conference of Commonwealth Auditors General was held in London from 17th to 21st October, 1960 and if so, who represented India in the Conference;

(b) whether the Conference was summoned by the U.K. Government at its own cost, if not the actual authority which summoned it;

(c) whether the Auditor General of India was permitted by President of India to accept the invitation to send the representative or observer; and

(d) whether the accounts relating to Defence of the Commmonwealth countries and mode of auditing the same were discussed in the Conference?

The Minister of Finance (Shri Morarji Desai): (a) Yes, The Direc-

tor of Audit, Indian Accounts in the United Kingdom, was deputed to attend the Conference as an observer, as the Comptroller and Auditor General of India could not go to London on account of his illness.

(b) No. The Conference was called at the initiative of the Comptroller and Auditor General of the United Kingdom but by common agreement among the Auditors General themselves. The expenditure was borne by the respective Governments concerned.

(c) Yes. The Auditor General of India was permitted by the President to attend the Conference but the former, as stated in reply to part (a) of the Question, could not attend the Conference himself and therefore deputed an officer stationed in London to attend the Conference on his behalf as an observer.

(d) No.

Road Building Operations by M.E.S.

1458. Shri Kalika Singh: Will the Minister of **Defence** be pleased to state:

(a) whether road building operations are being carried out by Military Engineer Services in several parts of India;

(b) if so, important locations thereof;

(c) the biggest road building projects undertaken by the M.E.S. at present;

(d) whether some of the States are building roads with the assistance of the M.E.S.;

(e) if so, the names of important projects;

(f) whether roads being constructed near northern frontier of India are open to public;

(g) whether big tunnels also had to be opened in hilly tracts; and

(h) if so, the particular tunnels with lengths?

The Minister of Defence (Shri Krishna Menon): (a) to (e). No road building operations are being carried out by the MES nor is any assistance being given by the MES to any State Government in the construction of roads. Normally, construction of roads is the responsibity of the State Government concerned.

(f) to (h). Presumably reference is to roads in the Border areas. If so, it is not in the public interest to disclose information on plans in regard to military works of this character.

Nainital Observatory

1459. Shri Kalika Singh: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 727 on the 24th November, 1960 and state:

(a) whether the Nainital Observatory which has been tracking the first Sputnik of the U.S.S.R. and several other artificial satellites launched by the U.S.A. has also made observations of the second Sputnik;

(b) if so, the particulars of observations made;

(c) which other satellites in outer space are being tracked by the Nainital Observatory and with what results; and

(d) whether Nainital Observatory is to be further expanded?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The Satellite Tracking Station of the Uttar Pradesh State Observatory went into operation in September 1958 and has since been tracking almost all satellites put into orbit by the U.S.A. and the U.S.S.R. Sputnik I and II were put into orbit before September 1958 and had decayed; they were not tracked. Their trails

were, however, photographed on one occasion by an ordinary camera.

(c) Every satellite that is put into orbit, and about which a request for tracking is obtained from the Smithsonian Astrophysical Observatory, U.S.A. is tracked. It can be said that almost all satellites put into orbit since September, 1958 have been tracked. The observations at Nainital are limited to photographing the satellites against background stars with the help of a special type of satellite tracking camera. Along with the photograph of the satellite accurate time from a quartz clock is also recorded. In this way, accurate position of the satellite at known times is obtained. The photographic film containing the image of the satellite is sent to the Smithsonian Astrophysical Observatory for precise reduction of data. Any person interested in them can request and obtain these data from the Smithsonian Astrophysical Observatory. The total number of observations of satellites obtained at this Observatory upto February 20, 1961 is 1453.

(d) Yes, Sir. The Uttar Pradesh State Observatory, Nainital is to be expanded suitably for its main work on astrophysical research.

जनगणना

१४६०. **श्री विभूति मिश्र** : क्या गृह कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विगत १९५१ की जनगणना से यह स्पष्ट है कि भारत में धर्म - विहीन कोई व्यक्ति नहीं है ;

(ख) यदि हां, तो किसी भी व्यक्ति के धर्म के संबंध में जनगणना के समय क्या सिद्धांत अपनाया जाता है, और

(ग) क्या यह संभव होगा कि जो नागरिक नास्तिक हैं उनको किसी भी धर्म में शामिल नहीं किया जाय ?

गृह-कार्य उपमंत्री (श्रीमती भाल्वा) : (क) जी नहीं । सन् १९५१ की जनगणना के अनुसार १०,३९९ व्यक्ति ऐसे हैं जिनका किसी मान्य धार्मिक विश्वास से संबंध नहीं है । इन में से ९४४१ व्यक्तियों ने स्वयं को नास्तिक बताया' तथा ७१५ व्यक्तियों ने खास तौर से यह कहा कि उनका कोई धर्म नहीं है ।

(ख) १९६१ की जनगणना में 'धर्म' लिखने के लिये अनुदेश निम्न प्रकार हैं, :–

हिन्दू के लिए लिखें	हि०
मुस्लिम के लिए लिखें	मु०
ईसाई के लिए लिखें	ई०
जैन के लिए लिखें	जै०
बौद्ध के लिए लिखें	बौ०
सिक्ख के लिए लिखें	सि०

अन्यों के लिए जैसा उत्तर दिया जाए वैसा ही लिखें ।

(ग) जी हां । उन्हें अलग नास्तिक लिखा जाएगा ।

Pakistan Minister's Visit

1461. **Shri P. C. Borooah:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Pakistan's Minister of Industries, Mr. Abul Kassam Khan, visited India's steel plants recently in response to India's invitation extended to him last year;

(b) whether India has been called upon to render any assistance to Pakistan for the establishment of the proposed steel mills in that country; and

(c) if so, to what extent?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). No, Sir.

(c) Does not arise.

Casualties Inflicted by Naga Hostiles

1462. Shri P. C. Borooah;
Shri Raghunath Singh:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Naga hostiles burnt a number of Naga houses of Taphow and Ningthou Ban near Imphal, at the end of January this year;

(b) whether they also killed/injured some men here; and

(c) if so, how many and where?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 13 and 25 houses were burnt on the 24th and the 26th January, 1961, respectively, in the Naga villages of Taphou and Ningtoupam by some unknown miscreants. The incidents are under investigation.

(b) and (c) While no one was killed, two persons were injured at Taphau.

Export of Coal to Pakistan

1463. Shri P. C. Borooah: Will the Minister of Steel, **Mines and Fuel** be pleased to state:

(a) how much of Indian coal was exported to Pakistan during 1960;

(b) what was its value; and

(c) in what form was the cost recovered?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) About 1,224,700 tons.

(b) Rs. 486.78 lacs approximately.

(c) In sterling.

I.A.S. Officers for Kerala

1464. Shri M. K. Kumaran: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the attention of Government has been drawn to the complaint made by the Chief Minister of Kerala that the I.A.S. Officers allotted to the State happened to be generally very low in the list of successful candidates and that the State Government's efforts to get those of the higher ranks did not succeed; and

(b) if so, what is the reaction of Government thereto?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) The Government have seen a press report of the speech of the Chief Minister of Kerala State. It has been ascertained from the State Government that the report of the speech is not quite correct. While inaugurating the Coaching Scheme, the Chief Minister emphasised the necessity of enabling candidates from Kerala to succeed in the selection for the I.A.S. and said that as successful candidates would naturally opt for their own States, candidates who are low in the list of successful candidates would be allotted to Kerala in case Kerala young men do not succeed in the competitive examinations.

It is not correct that the candidates allotted to the I.A.S. cadre of Kerala are generally very low in the list of successful candidates.

"भाषा" का प्रकाशन

१४६५. श्री प्रकाशवीर शास्त्री : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 'भाषा' नामक हिन्दी की पारिभाषिक पत्रिका के प्रकाशन के संबंध में आवश्यक प्रचार-कार्य पूरा हो चुका है ; और

(ख) यह पत्रिका कब तक प्रकाशित की जाएगी ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) और (ख) : औपचारिक कार्यवाई लगभग पूरी हो चुकी है और पहला अंक छः महीने के भीतर प्रकाशित होने की संभावना है ।

सरकार के श्वेत पत्र

१४६६. **श्री प्रकाशवीर शास्त्री** : क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न मंत्रालयों ने गत पांच वर्षों में विभिन्न महत्वपूर्ण विषयों पर कितने श्वेत-पत्र प्रकाशित किये हैं ;

(ख) इन श्वेत पत्रों में से कितनों के हिन्दी संस्करण भी प्रकाशित हुए हैं; और

(ग) क्या ऐसी कोई व्यवस्था की गई है है अथवा की जा रही है कि भविष्य में सभी श्वेतपत्रों के हिन्दी और अंग्रेजी संस्करण साथ-साथ प्रकाशित हों ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) और (ख) . सूचना इकट्ठी की जा रही है और लोक सभा के पटल पर रख दी जायेगी ।

(ग) संसद् को भेजे जाने वाले प्रतिवेदनों के लिए अंग्रेजी के अतिरिक्त हिन्दी का प्रयोग भी अधिकृत किया जा चुका है । विभिन्न प्रारम्भिक कार्यों को हाथ में लिया जा चुका है । यह आशा की जाती है कि उन के कार्यान्वित होने पर श्वेत पत्रों का अंग्रेजी के साथ साथ हिन्दी में भी प्रकाशन हो सकेगा ।

हिन्दी में निमंत्रण-पत्र

१४६७. **श्री प्रकाशवीर शास्त्री** : क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार के विभिन्न मंत्रालयों द्वारा १९६० में कितने सार्वजनिक समारोहों का आयोजन किया गया और उन में से कितनों के निमंत्रण-पत्र अंग्रेजी के साथ हिन्दी में भी भेजे गये ; और

(ख) क्या भविष्य में होने वाले ऐसे समारोहों के लिए ऐसी कोई व्यवस्था की गई है कि उन के निमंत्रण-पत्र तथा कार्यक्रम अंग्रेजी के साथ साथ हिन्दी में भी भेजे जायें ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) सूचना एकत्रित की जा रही है और सभा पटल पर रख दी जाएगी ।

(ख) हां, । सभी मंत्रालयों से यह अनुरोध किया गया है कि सामान्यतः सभी सरकारी समारोहों के लिए निमंत्रण पत्र कार्यक्रम इत्यादि अंग्रेजी के साथ साथ हिन्दी में भेजे जाएं ।

Assistant Superintendents

1468. Shri C. L. Gupta: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that most of the U.P.S.C. qualified Assistant Superintendents in the Central Secretariat Service who had not completed two years service as such on 1st May, 1958 were selected as Superintendents from that date;

(b) whether it is also a fact that during the subsequent review none of the U.P.S.C. qualified Assistant Superintendents who had not completed two years service as such on 1st May, 1959 was selected for the higher grade from 1st May, 1959; and

(c) if so, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). Out of 137 officers promoted as Superintendents with effect from 1st May 1958, 129 were Assistant Superintendents who qualified at the U.P.S.C. Departmental Competitive Examination and out of these, 69 had put in less than two years' service in the grade of Assistant Superintendent. Out of 150 officers promoted as Superintendents with effect from 1st May 1959, 88 were Assistant Superintendents who had qualified at the U.P.S.C.

Departmental Competitive Examination. Of these, all had put in more than two years' service in the grade of Assistant Superintendent. The promotions on both these occasions were made entirely on the basis of merit on the recommendation of the U.P.S.C. and no minimum length of service in the grade of Assistant Superintendent was prescribed when these selections were made.

Suicides at Qutab Minar

1469. Shri Inder J. Malhotra: Will the Minister of **Home Affairs** be pleased to state the number of suicide cases reported by jumping from the Qutab Minar, Delhi since November, 1960?

The Minister of State in the Ministry of Home Affairs (Shri Datar): One person committed suicide by jumping from Qutab Minar in November 1960. There has been no such case of suicide in subsequent months.

Divorce Cases in Delhi Courts

1470. Shri Inder J. Malhotra: Will the Minister of **Law** be pleased to state:

(a) the total number of divorce cases, pending and decided during the year 1960 in the Delhi courts;

(b) how many of these complaints were filed by the husbands and wives, separately;

(c) to what class of society, majority of these couples belonged;

(d) whether the divorce cases have shown an increase during the last three years; and

(e) the number of children affected in these divorce cases?

The Deputy Minister of Law (Shri R. M. Hajarnavis): (a) to (e) The required information is not available. It is being collected from the Delhi Administration, and will be laid on the Table of the House as soon as practicable.

नेशनल बोटैनिकल गार्डन, लखनऊ

१४७१. { **श्री अर्जुन सिंह भदौरिया :**
श्री राम सेवक यादव :

क्या वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने जब से लखनऊ का नेशनल बॉटैनिकल गार्डन अपने हाथ में लिया है उस समय से अब तक प्रतिवर्ष कितना कितना व्यय उस के रख-रखाव पर हुआ है और उसका वार्षिक व्यय कितना है;

(ख) लखनऊ के सन्निकट बन्थरा में जो ऊपर भूमि सुधार का फार्म है क्या वह भी नेशनल बोटैनिकल गार्डन के अन्तर्गत है;

(ग) यदि हां तो उस में अभी तक कुल कितना रुपया और किस-किस मद में खर्च किया गया है और उस के सुधार की आगे क्या योजना है; और

(घ) जब से श्री कौल नेशनल बोटैनिकल गार्डन के प्रभारी बने हैं उस समय से अब तक इस योजना को आगे बढ़ाने और उसके काम को सीखने के लिये वे कितनी बार विदेश गये हैं।

वैज्ञानिक अनुसंधान और सांस्कृतिक मंत्री (श्री हुमायूं कबीर) : (क)

वर्ष	खर्च (लाख रुपयों में)
1953–54	3.125
1954–55	4.710
1955–56	6.720
1956–57	10.950
1957–58	11.800
1958–59	14.600
1959–60	16.850
1960–61	15.510
जोड़	83.665 लाख

(ख) जी, हां।

(ग) बन्थरा फार्म के खर्च का अलग से हिसाब नहीं रखा जाता। यह फार्म पूरी तरह से विकसित है। उसके और सुधार की कोई स्कीम नहीं है।

(घ) वे चार बार विदेश गये हैं लेकिन बन्थरा फार्म के काम के बारे में नहीं।

Madras Circle of Department of Archaeology

1472. **Shri Tangamani:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that the Madras Circle under Department of Archaeology was without Superintendent for 22 months;

(b) if so, reasons for the same;

(c) has a new Superintendent been appointed now; and

(d) what are the special safe-guards to protect the interests of this circle?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) Due to unavoidable circumstances it was not possible to fill the post.

(c) Yes, Sir.

(d) Interests of the circle did not suffer, as in the absence of Superintendent, the Assistant Superintendent, who is a Class I officer was looking after the work of the circle, under the supervision of the officers at the headquarters.

Election Petitions

1473. { **Shri Jadgish Awasthi:**
Shri S. M. Banerjee:

Will the Minister of **Law** be pleased to **state:**

(a) the number of election petitions against the members of U.P. Legislative Assembly which were allowed by the Supreme Court during 1959-60;

(b) the number of those disqualified;

(c) the period for which disqualified;

(d) whether Election Commissioner condemned the disqualification in certain cases;

(e) if so, the details thereof; and

(f) whether some of those will be debarred from contesting the general elections to be held in 1962?

The Deputy Minister of Law (Shri Hajarnavis): (a) Two.

(b) In all, five members of the U.P. Legislative Assembly were disqualified as a result of election tribunals (or the High Court or the Supreme Court in appeal) finding them guilty of a corrupt practice.

(c) Six years from the date on which the finding became effective in each case.

(d) and (e). It is presumed that the word 'condemned' should be 'condoned'. On the applications of two out of these five persons, the Election Commission removed the disqualification in one case and reduced the period to two years in another case.

(f) In the case of three persons, the disqualification will remain at the time of the next general elections.

Transfer of High Court Judges

1474. **Shri Subiman Ghose:** Will the Minister of **Home Affairs** be pleased to state:

(a) how many High Court Judges have been transferred from one High Court to another in 1960 under article 222 of Constitution of India; and

(b) from which High Court to which High Court?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) None.

(b) **Does not arise.**

Production of Pig Iron

1475. **Shri Subriman Ghose:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) how many tons of pig iron have been produced in Durgapur, Bhilai and Rourkela, separately in 1960;

(b) how many tons have been exported to foreign countries;

(c) the names of the countries and tons of iron exported to each country separately; and

(d) the foreign exchange earned therefrom?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

EXPORTS

Name of Project	Production	Country to which exported	Quantity
	Tons		Tons
Durgapur	321,868	U.S.A.	6,120
Bhilai	658,377	U.K.	12,000
Rourkela	374,450	Japan	47,661
		Pakistan	17,243
Total	1,354,695		83,024

Foreign exchange earned Rs. 18,335,107/-

Theft of a Jeep of Central Social Welfare Board

1476. Shri Subhiman Ghose: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 1469 on the 7th December, 1960 and state:

(a) whether the investigation into the theft of a jeep of the Central Social Welfare Board from the District Project Implementing Committee at Katwa town has been completed;

(b) if so, the result of the investigation;

(c) if not, how long it will take to complete the investigation; and

(d) whether any accused has been apprehended and sent up for trial?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, sir.

(b) The Police have submitted a Final Report stating that the case is true but they have not been able to find out who the culprits are.

(c) Does not arise.

(d) Does not arise in view of the Final Report submitted by the Police.

Tax Collection

1477. Dr. Vijaya Ananda: Will the Minister of **Finance** be pleased to state:

(a) whether there is any proposal to tighten up the tax collection set up; and

(b) if so, the details of the same?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The tax collection machinery is constantly under review and measures are taken according to the changing needs and circumstances.

Mining Institute, Kothagudium

1478. Shri T. B. Vittal Rao: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether any request has been received from the Government of Andhra Pradesh for the grant of loan for the construction of quarters for the staff of Mining Institute, Kothagudium Andhra Pradesh;

(b) if so, whether the same has been considered by Government; and

(c) the nature of decision arrived at?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) and (c). As there is no provision under the Second Five-Year Plan for assisting in the construction of staff quarters, the request of the State Government will be considered under the Third Five Year Plan.

Deposits with State Bank of India

1479. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) whether accretion of deposits with the State Bank of India had shown a decline during the past two years;

(b) if so, at what level did it stand at the end of each of the years 1958, 1959 and 1960;

(c) whether it failed to meet the increasing demand on the resources of the banking industry and if so, to what extent; and

(d) whether the banking industry had failed to attract the deposits from the agriculturists?

The Minister of Finance (Shri Morarji Desai): (a) There has been a small fall in the deposits of the State Bank during the year 1960 as the PL

480 Funds are not being deposited with the bank with effect from May 1960 and a sum of Rs. 72 crores out of the old deposits was transferred to the Reserve Bank of India during the course of the year. In respect of deposits from normal sources, there has been an increase during the years 1959 and 1960.

(b) The deposits of the State Bank in India as at the end of 1958, 1959 and 1960 were Rs. 459·21 crores, Rs. 562·81 crores and Rs. 558·96 crores respectively.

(c) No.

(d) At the village level, the primary agricultural credit societies render banking facilities to the cultivator-members. It is hoped that with the implementation of the co-operative development plans in the various States, these primary societies would be able to attract sizable deposits from the agriculturists.

Bharat Pensioners' Samaj

1480. Shri P. C. Borooah: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Bharat Pensioners' Samaj has called upon Government to establish Ministries of Pensions at both the Central and the State levels for the effective utilisation of manpower vested in the large number of pensioners in this country; and

(b) if so, what is Government's decision thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) Government do not consider this to be necessary.

Manipur Scholarships for Military College, Dehra Dun

1481. Shri L. Achaw Singh: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that there is no provision for scholarships for students selected for studies in the Rashtriya Military College at Dehra Dun from the Union Territory of Manipur; and

(b) if so, the reasons therefor?

The Minister of Defence (Shri Krishna Menon): (a) Scholarships of the value of Rs. 2,000:00 are awarded every year by the Government of India, Ministry of Education to cadets belonging to the Union Territories, including Manipur, studying at the Rashtriya Indian Military College, Dehra Dun. No reservation is specially made for any territory and all cadets coming from these areas are considered together.

(b) Does not arise.

Uplift of S.C. and S.T. in U.P.

1482. Shri B. N. Kureel: Will the Minister of **Home Affairs** be pleased to state:

(a) the total amount allotted to the Government of Uttar Pradesh from the Central Government for the uplift of Scheduled Castes during the Second Five Year Plan;

(b) the total amount already advanced; and

(c) the amount spent so far?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). The required information is given below:

(Rs. in lakhs)

Sector	Amount allotted	Amount advanced (Expnd. for the 1st 4 years plus amount approved for 1960-61	Amount spent (actual expnd. upto 31-12-60 plus anticipated expnd. upto 31st March 61
State Sector	505·57	70·61	62·52
Central Sector	94·24	97·08	80·15

Appointment of Notaries

1483. Shri R. N. Kureel: Will the Minister of **Home Affairs** be pleased to state:

(a) the policy of the Government of India regarding the appointment of Notaries in the various States; and

(b) whether the powers of the State Governments to appoint notaries in the various districts are controlled by the Central Government?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The Power of the Government of India to appoint Notaries is regulated by Section 3 of the Notaries Act 1952, No. LIII of 1952. The qualifications for appointment as Notary and the action to be taken on an application received from any person for appointment as Notary are laid down in the Notaries Rules, 1956, promulgated in exercise of powers conferred by Section 15 of the Notaries Act, 1952, and notified on 14-2-1956 in the Government of India Gazette. Applications for appointment as Notaries are disposed of in the light of the requirements of the said Act and Rules.

(b) No.

हिमाचल प्रदेश प्रशासन

१४८४. श्री पद्म देव : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में १९५८, १९५९ तथा १९६० में किस-किस विभाग में किन-किन सरकारी कर्मचारियों का कार्यकाल बढ़ाया गया और कितने कर्मचारियों का नहीं बढ़ाया गया ; और

(ख) जिन व्यक्तियों का कार्यकाल बढ़ाया गया उनमें से कितने ऐसे हैं जिनका कार्यकाल एक से अधिक बार बढ़ाया गया है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) विभिन्न विभागों में सन् १९५८, १९५९ तथा १९६० में कार्यकाल बढ़ाए गए कर्मचारियों की संख्या निम्न प्रकार है :—

विभाग का नाम	१९५८	१९५९	१९६०
वन	२	४	२
सहकारिता	—	१	१
पुलिस	—	—	१
चिकित्सा	१	१	३
परिवहन	३	३	८
लोक-निर्माण .	१	२	४
सचिवालय प्रशासन .	१	१	२
मुद्रणालय .	१	—	—
जिला प्रशासन .	१	३	२

इन वर्षों में कार्यकाल की बढ़ोत्तरी के लिए अस्वीकृत कर्मचारियों की संख्या निम्न प्रकार है :—

विभाग का नाम	१९५८	१९५९	१९६०
वन	—	—	५
सहकारिता .	—	१	—
पुलिस .	—	१	—
परिवहन .	—	—	४
सचिवालय प्रशासन .	—	—	२
जिला प्रशासन .	१	२	१
शिक्षा .	१	—	—

(ख) ग्यारह ।

Observance of Sunday as Holiday

1485. Shri Birendra Bahadur Singh-ji: Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government have any proposal under consideration for doing

away with the practice of observing Sunday as weekly off in all Government and Semi-Government establishments, including treasuries and banks and fixing some other week-day in place of Sunday; and

(b) if so, what is that day which is being considered for weekly off?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No such proposal is under consideration.

(b) Does not arise.

Security Paper Mill at Hoshangabad M.P.

1486. Shri Birendra Bahadur Singhji: Will the Minister of **Finance** be pleased to state:

(a) whether an agreement has been signed between the Government of India and Messrs. Portals Limited, London, for the setting up of a Security Paper Mill at Hoshangabad, in Madhya Pradesh;

(b) if so, what are the details of the agreement; and

(c) what progress has been made up to date towards the establishment of the Mill?

The Minister of Finance (Shri Morarji Desai): (a) to (c). The technical collaboration agreement with the foreign firm concerned is likely to be finalised in the near future. Meanwhile, land for the location of the mill and the residential colony has been acquired near Hoshangabad.

हिमाचल प्रदेश की जेलों से कैदियों का भाग जाना

१४८७. **श्री पद्म देव :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६० में हिमाचल प्रदेश के कारागारों से किस-किस मास और किस-किस तिथि को कितने कैदी भाग कर निकल गये ;

(ख) भागे हुए ये कैदी किस-किस अपराध में दण्डित थे ;

(ग) भागे हुए इन कैदियों में से कितने पुनः पकड़े गये हैं ;

(घ) क्या यह सच है कि भागे हुए कुछ कैदी राज्य में चोरियां कर रहे हैं ; और

(ङ) यदि हां, तो सरकार ने इस दिशा में क्या कार्यवाही की है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) सन् १९६० में जेलों से भागने की कोई खबर नहीं आई है ।

(ख) से (ङ) तक : प्रश्न ही नहीं उठता ।

हिमाचल प्रदेश में आदर्श जेल

१४८८. **श्री पद्म देव :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश के जिला सिरमौर के नाहन नगर में प्रस्तावित सरकारी आदर्श जेल स्थापित हो गई है ; और

(ख) यदि हां, तो इस का विवरण क्या है, और यदि नहीं, तो कब तक इस के स्थापित होने की संभावना है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) अभी नहीं ।

(ख) ऐसी आशा है कि यह जेल सन् १९६१-६२ में काम करना शुरू कर देगी ।

हिमाचल प्रदेश की जेलें

१४८९. **श्री पद्म देव :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में कितनी जेलें हैं और उन में आज कल कितने कैदी हैं ;

(ख) जेलों में कौन-कौन सी दस्तकारियां सिखाई जाती हैं ; और

(ग) वर्ष १९६०-६१ में अब तक इन जेलों की दस्तकारी से हुई आय तथा उन पर हुए व्यय का ब्यौरा क्या है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) हिमाचल प्रदेश में नाहन, बिलासपुर, सोलन और चम्बा में स्थित चार जेलें हैं । आजकल कैदियों की संख्या १३४ है ।

(ख) बुनाई, कताई, शाल बनाना, फर्नीचर बनाना तथा टोकरियों का काम ।

(ग) अब तक की आय ८००० रुपये है, तथा व्यय १४,०४८ रुपये है ।

Clerks' and Assistants' Grades Examinations

1490. Shri Ram Garib: Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government propose to hold Clerks' Grade and Assistants' Grade Examinations during 1961; and

(b) if so, when?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The dates for the holding of these examinations have not yet been fixed.

Thefts in Andrews Ganj, New Delhi

1491. Shri Ram Garib: Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government are aware that thefts take place frequently in Andrews Ganj, New Delhi;

(b) how many cases of thefts came to the notice of Government during the last three months; and

(c) what steps Government are taking to stop these thefts?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Three cases of theft were reported from 1st December, 1960 to 28th February, 1961.

(c) The area is patrolled by the police and vigilance maintained.

केन्द्रीय सचिवालय पुस्तकालय

१४९२. श्री प्रकाशवीर शास्त्री : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि शिक्षा मंत्रालय के एक भूतपूर्व सचिव ने केन्द्रीय सचिवालय पुस्तकालय से अनेक पुस्तकें निकलवायी थीं और वे अभी तक नहीं लौटाई गई हैं ; और

(ख) यदि हां, तो इन पुस्तकों को वापस लेने के लिये क्या कार्यवाही की गई है ?

शिक्षा मंत्री (डा० का० ल० श्रीमाली) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

I.A.F. Men under Naga Custody

1493. Shri Hem Barua:
Shrimati Mafida Ahmed:
Shri D. C. Sharma:

Will the Minister of **Defence** be pleased to state:

(a) whether the attention of Government has been drawn to a news item appearing in the Statesman, dated the 26th February, 1961 to the effect that the four captured I.A.F. personnel have been taken by their captors (Naga hostiles) into Burmese territory; and

(b) if so, what is the factual position?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) It will not be in the public interest to disclose further details at this stage.

12.04 hrs.

RE: MOTIONS FOR ADJOURNMENT

DEATH DUE TO FALLING FROM TRAIN

Mr. Speaker: I have received notice of three adjournment motions on the same matter by Shri S. M. Banerjee and others. It says:

> "Tragic death of Shri K. Rama Rao, former Editor of National Herald and Searchlight on 9th March, 1961 by falling from the 11 Up Delhi Express. His life could have been saved had the alarm chain been working."

Shri S. M. Banerjee (Kanpur): The news has appeared in the Press and the reason for my adjournment motion is this. After all many people die, but here the alarm chain had been blanked off and the express train did not stop. It was only the Janata Express which picked up the body. The difference between the timings of the Janata Express and the Delhi Express is two hours. So, after falling down from the train, for two hours he must have been lying there groaning under the pain. The train stopped only at the next halt at Buzar 30 miles away. This is a very serious matter, because it was an express train from Howrah to Delhi and there was no alarm chain to stop the train. It is criminal negligence on the part of the authorities.

Shri Vajpayee (Balrampur): The door was open. The door was not closed. Enquiries have got to be made whether the door was in a position to be closed.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Details are being ascertained and will be made available as soon as possible.

Shri S. M. Banerjee: Was the alarm chain working in the express train or not?

Mr. Speaker: Details have been called for and the House will be informed as soon as it is available.

Shri S. M. Banerjee: You may withhold your decision, Sir.

Mr. Speaker: I will call this adjournment motion on Monday.

12·07 hrs.

RE: SUPPLEMENTARIES TO STARRED QUESTION 733

Shri Harish Chandra Mathur (Pali): Mr. Speaker, Sir, I have a statement to make regarding observations made by you during the Question Hour, by way of personal explanation. Your observations do little credit to the intelligence and intentions of many hon. Members who wanted to rise in their seats and ask certain questions regarding the price of Russian oil. It was as if we were wanting to ask questions which were unpatriotic and antinational, it will place the Government in an embarrassing position and the prices of oil will go up. I thing the hon. Members who were rising in their seats were intelligent enough and quite clear in their mind when they were putting this question that it was in the best interests of the country that they were putting the questions and not because the prices are likely to go up. We know that those people who are supplying us oil knew very well what the prices were.

We asked the question in order to bring pressure and to expose the present suppliers. We wanted to bring public pressure to bear on the minds of those people and allow the Minister a handle to tell these people, "Here is a question which is being pressed in Parliament from time to time. Here are people who feel very strongly that we can get oil from every quarter". If I do not make this explanation and if the observations remain as they stand, the intention of all the Members who were rising in their seats to put questions could have been quite misunderstood. It is just the other way round.

Shri Narayanankutty Menon (Mukandapuram): Mr. Speaker, Sir, our general complaint is that more secrecy should be kept as far as the Ministry is concerned about this par-

ticular deal. Your observations are quite correct, because from our experience we find that for the last six months, the private oil companies from outside and inside the Parliament know about the price fluctuations. Our request to the Minister is there should be some secrecy in this matter, so that the private oil companies will not get to know the prices. Otherwise, they will be able to upset the entire transaction.

Mr. Speaker: Both sides have been represented—Shri Mathur and Shri Menon. The hon. Member, Shri Mathur, has misunderstood me. I have not impeached anybody. All hon. Members are absolutely patriotic, as patriotic as myself if not more. There is no doubt about it. If Shri Mathur wants to say that whenever a question is put by any hon. Member, I must accept and I have no right to differ from him, then I can understand. I am here to hear both sides. As soon as questions are tabled, I send them to the Ministers. Ministers have been making repeated complaints that this will interfere with the maintenance of secrecy and it is not convenient. They have got a right to tell me that before I admit a question, and I ask their opinion also. Ultimately I judge whether it is in the public interest or not.

If I say it is not in public interest, it does not mean that the hon. Member who wants to put that question is acting against public interest. Absolutely not. With respect to this matter, there was difference of opinion here. Shri Menon says this has damaged our interest and for six months the private industries have come to know about the prices from outside and inside Parliament. These are all delicate matters and no inference ought to be drawn.

It is open to me to allow a supplementary or not. If I disallow a supplementary, no inference ought to be drawn that I am casting any aspersions on any hon. Member. There is nothing personal against Shri Mathur. I may feel that such details on the floor of the House may not be in public interest. There are many commercial undertakings and there is a norm that is observed. Otherwise, we can deal with departments of States; why should we create corporations? There are some commercial conventions which ought to be respected, however much we are entitled to ask. I have not prevented hon. Members from getting information. I have asked them to write to the Minister or to the Estimates Committee or to the Public Accounts Committee. Still, if it is of such a grave nature that it must be brought up before the House, I have no objection and I shall do so. But in the initial stages, I have got a right to say "No, these details ought not to be asked". So, there is no aspersion against Shri Mathur. He may remove all the misconceptions he has got.

Shri Hem Barua (Gauhati): In the present case . . .

Mr. Speaker: I do not want this to be prolonged.

Shri Braj Raj Singh (Ferozabad): This information was available outside the House. I fully agree with your view that secrecy should be maintained in certain respects. But, in the present case, the fact is that the information is available outside the House.

Mr. Speaker: Very often it is pointed out that the newspapers have got information. But it is one thing for the newspapers to cull out information. They will talk to everyone and get information. Even when the House is not in session, when I am in the south I read information from the lobby circles in the newspapers. Where is the lobby when the House is not in session? Therefore, the newspapers have got the right and have got also a knack of drawing out information and creating information. But if the hon. Minister is asked to make and is making a statement, it would be a responsible statement.

Shri Hem Barua: May I submit.

Mr. Speaker: No, I am not going to allow it.

Shri Hem Barua: May I respectfully ask you to expunge those wards from the proceedings?

Mr. Speaker: No, I am not expunging it at all. If hon. Members, without decorum, one after the other say "Sir", "Sir" and put questions even without my calling them, I do not want to allow this to be converted into such a place. I did not mean to say that this is a market place at all. If even in the extreme cases I am not entitled to say that a particular hon. Member or a group of hon. Members are not right, I do not know how I can conduct the proceedings. I do not know why I should expunge it. No. Of course, there is no aspersion about this House. This is a very hon. House. Now this matter is over.

12·13 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Floods in Ghaggar river

Shri Karni Singhji (Bikaner): Sir, Under rule 197, I beg to call the attention of the Minister of Irrigation and Power to the following matter of urgent public importance and I request that he may make a statement thereon:

> "The recent floods in Ghaggar river resulting in extensive damage to crops including Suratgarh Farm and adjoining areas and the steps taken to control the same."

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): Considerable area in Rajasthan was affected by floods in the Ghaggar river during the monsoons in 1960-61. So far as winter floods in the Ghaggar are concerned, information about the damage caused has been called for from the State Government but it has not yet been received. It has, however, been ascertained that a portion of the Suratgarh Farm was inundated during the floods last month. A report on the extent of the damage caused is awaited.

After the floods of the last rainy season, the Rajasthan Government constituted a Committee in November, 1960, under the Chairmanship of Shri Kanwar Sain, Chairman, Rajasthan Canal Board, to formulate measures necessary to control floods in the Ghaggar basin both on short term and long term basis. The Committee has held two meetings so far. For short-term proposals a sub-committee has been constiuted to frame detailed proposals. The sub-committee have formulated the proposals which include (a) the construction of embankments to protect the towns and villages situated on the banks of the Ghaggar (b) the construction of suitable embankments to protect roads, railway tracks etc. and widening of culvert openings under the railway tracks and roads. As regards long term measures it has been suggested that detailed surveys etc. for preparing a comprehensive flood control scheme should be taken up.

The report of the sub-committee is under consideration of the main Committee.

Now I will request you to allow me to read a telegram, which I have received while I was sitting here, about the Rajasthan floods, for your information. It reads:

> "Damage caused in floods 1960 was 30·5 lakhs. Heavy damages also caused in provious years. In February, 1961 extensive damage caused to standing rabbi crop. Floods being caused consequent improvements of drainages in Punjab without studying outfall of Ghaggar river in Rajasthan. Rajasthan Government has form-

ed special Committee to study and devise means protection and disposal of floods. Interim protection works for next season floods under active consideration. Final solution being examined."

Sardar Iqbal Singh (Ferozepur): Regarding the statement about the floods in the Ghaggar river in Punjab and Rajasthan, may I know whether the Government is considering the question of putting up some dams so that the clow of the river could be checked?

Hafiz Mohammad Ibrahim: That is a separate question relating to Punjab, and that has to be replied separately.

12.15 hrs.

PAPERS LAID ON THE TABLE

Annual Report of Indian Refineries Limited

The Minister of Mines and Oil (Shri K. D. Malaviya): I beg to lay on the Table a copy of each of the following papers:—

(i) Annual Report of the Indian Refineries Limited for the year 1959-60 along with the Audited Accounts and Comments of the Comptroller and Auditor-General thereon, under sub-section (1) of Section 639 of the Companies Act, 1956.

(ii) Review by the Government of the working of the above Company. [*Placed in Library, See* No. LT-2713/61].

Notifications issued under Sea Customs Act and Central Excises and Salt Act

The Deputy Minister of Finance (Shri B. R. Bhagat): On Behalf of Dr. Gopala Reddi, I beg to lay on the Table:

(i) A copy of each of the following Notifications, under sub-section (4) of Section 43B of the Sea Customs Act, 1878:—

(a) G.S.R. No. 212 dated the 25th February, 1961;

(b) G.S.R. No. 213 dated the 25th February, 1961. [*Placed in Library. See* No. LT-2714/61].

(ii) A copy of each of the following Notifications, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, and Section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960:—

(a) G.S.R. No. 214 dated the 25th February, 1961.

(b) G.S.R. No. 215 dated the 25th Febuary, 1961. [*Placed in Library. See* No. LT-2714/61].

(iii) A copy of Notification No. G.S.R. No. 309 dated the 1st March, 1961 under Section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Central Excise Rules, 1944. [*Placed in Library. See* No. LT-2716/61].

Action taken by Government on Assurances

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to lay on the Table a copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the

(Shri Satya Narain Sinha).

Ministers during the various Seasons of Second Lok Sabha:

(i) Supplementary Statement II —Twelfth Session, 1960. [See Appendix II, annexure No. 72].

(ii) Supplementary Statement VI —Eleventh Session, 1960. [*See* Appendix II, annexure No. 73].

(iii) Supplementary Statement XI —Tenth Session, 1960. [*See* Appendix II, annexure No. 74].

(iv) Supplementary Statement XIV—Ninth Session, 1959. [*See* Appendix II, annexure No. 75].

(v) Supplementary Statement XVI—Eighth Session, 1959. [*See* Appendix II, annexure No. 76].

(vi) Supplementary Statement XXIV—Fifth Session, 1958. [*See* Appendix II, annexure No. 77].

(vii) Supplementary Statement XXXV—Fourth Session, 1958. [*See* Appendix II, annexure No. 78].

12.17 hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 13th March, 1961 will consist of:—

(1) Further discussion and voting on the Demands for Grants (Railways) for 1961-62.

(2) Consideration and passing of:

The Railway Passenger Fares (Repeal) Bill, 1961.

The Insurance (Amendment) Bill, 1961.

The Medicinal and Toilet Preparations (Excise Duties) Amendment Bill, 1961.

(3) General Discussion on General Budget for 1961-62, from 14th March onwards.

(4) Submission of Demands on Account (General) for 1961-62 to the Vote of the House.

(5) Discussion and voting of Demands for Grants in respect of the—

Ministry of Education.
Ministry of Health.

12.18 hrs.

ORISSA APPROPRIATION BILL

The Minister of Finance (Shri Morarji Desai): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain furthers sums from and out of the Consolidated Fund of the State of Orissa for the services of the financial year 1960-61.

Shri Narayanankutty Menon (Mukandapuram): Before you put the motion to the House, may I submit that yesterday I raised a point of order regarding this particular Bill, which is the subject matter of the grants passed yesterday by the House, and the hon. Deputy-Speaker, who was then in the Chair, was pleased to rule that as a matter of custom the Chair does not take the responsibility of deciding whether particular measures are constitutional or unconstitutional. At this stage, when the Finance Minister is asking leave of this House for the Appropriation Bill, which is a statute in itself, I make an appeal to him that in the name of propriety we should not be a party for legislating in a very anomalous way and, therefore, before moving the

motion to pass this particular Bill, Government should consider advising the Governor to withdraw the Ordinance that he has promulgated Otherwise, according to all canons of constitutional propriety, the Governor has exercised his power purported to be given to him under the Constitution to pass an Ordinance, that Ordinance is on the statute book, and that very Ordinance, without being placed on Table of this House under article 213 of the Constitution, independently a parliamentary legislation is sought to be passed. Therefore, in the name of constitutional propriety, the Governor should be advised to withdraw the Ordinance and the Government should consider, apart from all questions of prestige because this is a matter concerning every section of the House, that there should not be an anomalous position, as far as a constitutional legislation is concerned. Therefore, I make an earnest appeal to him that let him not make this House a party for this anomalous legislation and let him advise the Governor now to withdraw the Ordinance, and after get this Appropriation Bill passed so that there should be constitutional conformity, as far as this particular Appropriation Bill is concerned. I hope that the hon. Finance Minister will take it in all seriousness and get this Bill passed only after the withdrawal of the Ordinance.

Shri Chintamoni Panigrahi *rose*—

Shri Naushir Bharucha (East Khandesh): Sir, about the point of order may I just clarify the position? The Ordinance, I understand, was passed after the President had assumed charge of the administration of the State. Therefore, the Governor had no right whatsoever to pass such an Ordinance and the Ordinance is bad *ab initio*. In the eyes of law such an Ordinance never exists. Therefore, there is nothing in law which the Governor can withdraw.

Mr. Speaker: Was it not issued before the Proclamation?

Shri Naushir Bharucha: I am old that the Ordinance was passed after the President assumed charge of the administration of the State.

Mr. Speaker: No.

Shri Chintamoni Panigrahi (Puri): It was issued on the 23rd February.

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, this question was raised yesterday and I informed the House that the Government have been seized of the matter. They are considering the question as to whether the Ordinance requires any withdrawal by the Governor or whether it has to be placed on the Table of the House. We are considering the matter and as soon as a decision is reached I shall inform the House.

Shri Narayanankutty Menon: Government can take its own time to consider the matter. My point is that it should not press for the passing of the Appropriation Bill till a decision is taken on the Ordinance.

Shri Datar: Yesterday this question was decided. The hon. Deputy-Speaker not only allowed the discussion to go on but the Supplementary Demands have also been passed.

Mr. Speaker: The point is that we have to pass legislation with respect to matter on which there is already a piece of legislation. The Ordinance is as much a piece of legislation as legislation passed by this House. The only difference is that the Governor of a State is one of the organs of the State legislature. The Governor and the two Houses constitute the State's legislature and in the absence of a session of the legislature the Governor is as much competent as a legislature to pass legislation, that is, ordinance. That ordinance is law. Now, was that Ordinance passed before the Proclamation or after it?

Shri Datar: It was passed before that. It had been passed on the 23rd February.

Mr. Speaker: Then it is a piece of legislation. It is law. So far as this matter is concerned, now the whole administration of the State has passed into the hands of the President Yesterday the Supplementary Demands were passed but unless there is the imprimature on it, that is, unless an Appropriation Bill is passed, not a pie can be drawn. Merely because the Supplementary Demands have been passed, the hon. Finance Minister cannot pay the money, that is, he cannot appropriate. Therefore this is the proper time when this matter must come up before the House.

Now we are faced with two things. Firstly, there is an Act passed by a competent authority allowing appropriation and, secondly, we are now trying to do the same. This is an anomalous position. The other day it was said that this Ordinance was felt to be void. If it is void, why do you not withdraw it? What is the difficulty? Are we to decide here whether it is void or not? The hon. Law Minister's opinion is there. Once when we have assumed charge, so far as this matter is concerned, this Parliament is the Orissa Legislative Assembly. The President is substituted for the Governor. Why do Government not withdraw the Ordinance? It is rather a ticklish matter. It is true, as the hon. Deputy-Speaker said yesterday, that in such matters we do not decide, but in a glaring matter of this kind when there are two Acts with respect to the same subject and both are competent authorities, are we to go on passing legislation yesterday there, today here and tomorrow somewhere else? I am really surprised at this.

The Minister of Commerce and Industry and Home Affairs (Shri Lal Bahadur Shastri): Sir, I am sorry that it has not been possible to take a final decision in this matter till this morning. In fact, we have been considering over this matter. The Law Ministry is specially looking into this. Every moment we are expecting their advice on this matter in regard to both these points, namely, whether the Ordinance has to be withdrawn and whether the Ordinance should be placed on the Table of the House These are the two points which the Home Ministry itself has raised. They are being considered. I think it will be possible for us to come to a final decision today before the House rises.

Mr. Speaker: Let this matter stand over till Monday then. I only want to avoid the House doing the same thing which has been done already. If it is right, we do not have jurisdiction. If it is wrong, we will have jurisdiction. We ought not to stultify ourselves.

Shri Lal Bahadur Shastri: The introduction of the Bill may be allowed.

Shri Braj Raj Singh (Firozabad): How can that be allowed?

Mr. Speaker: This matter shall stand over till Monday.

12.26 hrs.

APPROPRIATION (RAILWAYS) BILL

The Deputy Minister of Railways (Shri Shahnawaz Khan): Sir, on behalf of Shri Jagjivan Ram, I beg to move*:

> "That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the flinancial year 1960-61 for the purposes of Railways, be taken into consideration."

Mr. Speaker: The question is:

The hon. Member will kindly resume his seat.

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*Moved with the recommendation of the President.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Mr. Speaker: I will now put the clauses to the vote of the House.

Shri S. M. Banerjee (Kanpur): Sir, how can we have discipline in the House when the hon. Minister of Parliamentary Affairs is moving at the same time when you are on your legs.

Shri Narayanankutty Menon (Mukandapuram): He should be a model for everyone of us.

The Minister of Finance (Shri Morarji Desai): The hon. Member was standing at that time.

Shri Khushwaqt Rai (Kheri): Sir, is discipline meant to be observed only by this side?

Mr. Speaker: Order, order: I will now put the clauses to the vote of the House.

The question is:

"That clauses 1, 2 and 3, the Schedule, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2 and 3, the Schedule, the Enacting Formula and the Long Title, were added to the Bill.

Shri Shahnawaz Khan: Sir, I move:

"That the Bill be passed."

Mr. Speaker: The question is:

(*Interruption*). An hon. Member does not know when I am going to get up and standing somewhere by itself is not an offence or an act of indecorum. In such cases what is usually done is—I have noticed this even during the previous regime that is, before 1947—that as soon the Chair gets up the hon. Member, wherever he might be, sits down immediately.

Shri Hem Barua (Gauhati): That is what I had done.

Mr. Speaker: I know the hon. Member is very decorous. That is what hon. Members ought to do. I hope and trust that this will be observed strictly. It is a courtesy shown to each one of us and to the House as a whole.

Now, the question is:

"That the Bill be passed."

The motion was adopted.

12.27½ hrs.

DEMANDS FOR GRANTS (RAILWAYS)—1961-62—*contd.*

Mr. Speaker: The House will now proceed with further discussion of Demand for Grant No. 1 in respect of the Budget (Railways) for 1961-62.

Shri Abdul Latif will kindly continue his speech.

श्री अब्दुल लतीफ (बिजनौर) : मुहतरिम स्पीकर साहब, पेशतर इसके कि मैं अपनी तक़रीर का आग़ाज़ करूं, मुझे एक बात बड़े अफ़सोस के साथ कहनी पड़ी है। मैं मुसलसल दो साल से इस मामले को ले कर तक़रीर कर रहा हूं लेकिन मेरे किसी एक मुतालबे को इस वक़्त तक ना तो मंजूर किया गया है और न ही मुझे कोई इत्तला दी गयी कि उनका हश्र हुआ मने अपनी तक़रीरों में डिप्टी मिनिस्टर साहब और मिनिस्टर साहब की तवज्जह चंद चीजों की तरफ़ दिलाई थी और उनको मैं फिर दुहराना चाहता हूं। पहली बात तो बजरीला — नजीबाबाद रेलवे साइन

[श्री अब्दुल लतीफ]

के बारे में है । मैंने अर्ज किया था कि इस लाइन पर पहले देहरा एक्सप्रेस चलती थी लेकिन बाद में उसको बन्द कर दिया गया था । इस को फिर चलाया जाए ।

12.29 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

उसके बाद मैंने और श्री भक्त दर्शन जी ने जाकर डिप्टी मिनिस्टर साहिब से इसके बारे में गुफ्तगू की और डिप्टी मिनिस्टर साहब ने हमारे साथ वादा किया था कि वह उस ट्रेन को जरूर चलायेंगे । उसके बाद पोलिटिकल कान्फ्रेंस में यह बात आई थी और डिप्टी मिनिस्टर साहब ने जलसे-आम में एलान किया था कि यह ट्रेन चलेगी । लेकिन इस वक्त तक उसकी तरफ कोई तवज्जह नहीं दी गई है ।

जो ट्रेनें इस लाइन पर चल रही हैं उनकी खराब हालत की तरफ, और उनके डिब्बों की हालत की तरफ तवज्जह दिलाई थी । मैंने अर्ज किया था कि वह रेलवे ट्रेन नहीं है बल्कि खटकड़े हैं । उसके अन्दर बैठकर इन्सान घूमता है, उसका सर घूमता है और हिलता है । मैंने खुसूसन फर्स्ट क्लास के डिब्बों की तरफ तवज्जह दिलाई थी, लेकिन आज तक वह डिब्बे अपनी जगह पर मौजूद हैं, उन में कोई रद्दोबदल नहीं की गई है ।

श्री खुशवक्त राय (खेरी) ऊंट गाड़ी कहिये ।

उपाध्यक्ष महोदय : एक वक्त में एक ही तकरीर हो सकती है ।

श्री अब्दुल लतीफ : मैंने यह अर्ज किया था कि स्टेशनों पर जबिया गोश्त का इन्तजाम किया जाय, क्योंकि मुसलमान मुसाफिरों को बहुत तक्लीफ होती है, लेकिन आज तक इसका कोई इन्तजाम नहीं किया गया मैंने अर्ज किया था कि स्टेशनों पर चाय का निहायत नाकिस इन्तजाम है । वह भी अपनी जगह पर कायम है। अलबत्ता एक काम जरूर हुआ कि उस चाय की कीमत एक आना और बढ़ गई । कीमत बढ़ गई, लेकिन चाय अपनी जगह पर नाकिस ही है मैं अर्ज करना चाहता हूं कि जब मुसलसल दो सालों से एक चीज की तरफ आपकी तवज्जह दिलाई जा रही है तो क्या हमारी तकरीरें इसी काबिल होती हैं कि यहां से जाने के बाद उनको रद्दी की टोकरी में छोड़ दिया जाये । कम से कम इतना तो होना ही चाहिये कि जब तकरीरें हों तो आप हम को यह इत्तला दें कि फलां मतालबा जो हम ने रक्खा वह आपको मंजूर है, और फलां मुतालबा इस बुनियाद पर मंजूर नहीं हो सकता है । कई मर्तबा खुद डिप्टी मिनिस्टर साहब से मेरी और भक्त दर्शन साहब की मुलाकात हुई, जलसा आम नजीबाबाद पोलिटिकल कांफ्रेंस में ऐलान हुआ, लेकिन सब कुछ बेकार रहा । इसी लाइन पर जो प्लेटफार्म्स हैं उन के मुताल्लिक दरख्वास्त की थी कि उनको उभारा जाये क्योंकि औरतों और बच्चों को चढ़ने में बेइन्तहा तकलीफ होती है । लेकिन इस तरफ भी कोई तवज्जह नहीं दी गई । मैंने डिप्टी मिनिस्टर साहब से दरख्वास्त की थी कि वह कम से कम उस रास्ते से गुजर तो जायें जिससे कि आपको मालूम हो कि जो कुछ मैं अर्ज कर रहा हूं उस में कितनी सचाई है । डिप्टी मिनिस्टर साहब ने मुझसे वायदा भी किया था कि वह जायेंगे, लेकिन आज तक वह वहां तशरीफ नहीं ले गये । अलबत्ता हमारे श्री प्रकाश वीर शास्त्री एम० पी० वहां गये और परसों की अपनी तकरीर में उन्होंने इस लाइन के मुताल्लिक आपके सामने अर्ज किया था । मैं आपसे अर्ज करना चाहता हूं कि हम रिप्रजेन्ट करते हैं अपनी कांस्टिटुएन्सी को इसलिए लोग हम से मुतालबा करते हैं । अभी चन्द दिनों का वाकया है, मैंने एक

जगह पर रेलवे की तरक्की का तजकिरा किया और बड़े अच्छे अल्फ़ाज में किया, तो एक साहब ने बड़ी संजीदगी से कहा : जंगल में मोर नाचा , किस ने देखा । मुमकिन है हिन्दुस्तान में तरक्की हुई हो, लेकिन जिला बिजनौर की जो हालत है वह तो वैसी ही है ।

एक माननीय सदस्य : बिजनौर के तो एक मिनिस्टर साहब भी हैं ।

श्री अब्दुल लतीफ : मिनिस्टर भी है और हमारे डिप्टी मिनिस्टर साहब का वास्ता भी उस जिले से है, वह वहां शिकार को वहां जाते हैं । यह दरख्वास्त मैं ने आप के सामने फिर पेश की हैं । मैं यहां पर कोई लम्बी चौड़ी तकरीर करने के लिये नहीं आया हूं, मैं तो सिर्फ कुछ शिकवे गिले करने के लिये आया हूं । मैं कम से कम यह जरूर महसूस करता हूं कि जो कुछ मैं ने यहां पर आप के सामने अर्ज किया था,आप से न कह कर जनरल मैनेजर को कहता तो मुमकिन था कि काम हो जाता ।

एक माननीय सदस्य : आप ने यही तो गल्ती की ।

श्री अब्दुल लतीफ : मैं यह अर्ज करना चाहता हूं कि अमेहड़ा गजरौला लाइन पर एक पुलिस थाना है । यहां पर बुनकर रहते हैं और वे कपड़े बुनते हैं । इस जगह के आस पास भी बहुत बुनकर रहते हैं जो कि कपड़े बुनते हैं और बाहर को ले जाते हैं । इस स्टेशन पर हमेशा से गाड़ी रुकती आयी थी, यह मैं ने डिप्टी मिनिस्टर साहब से अर्ज किया था और उन्होंने इस को नोट भी कर लिया था । लेकिन आज वह गाड़ी वहां नहीं रुकती है और लोगों को बहुत तकलीफ होती है ।

आखिर में फिर मेरी दरख्वास्त है कि आप एक नई गाड़ी, चाहे वह पसेन्जर हो या एक्स्प्रेस, जरूर चलायें और जो तीन गाड़ियां इस वक्त चलती हैं उन में आमद रफ्त बहुत रहती है, इस लिये कम से कम इतनी सहूलियत हो जाय कि हर ट्रेन में दो डब्बे थर्ड क्लास के और एक डिब्बा फर्स्ट क्लास का नजीबाबाद से दिल्ली के लिए अटेच हो जाय ताकि गजरौला पर तब्दील करने में लोगों को जहमत न हो । सुबह की गाड़ी में एक थर्ड क्लास का डिब्बा रहता है, बाकी की दो गाड़ियों में नहीं रहते । जब तक आप नई गाड़ी नहीं चलाते तब तक इन तीन गाड़ियों में दो डिब्बे थर्ड क्लास के और एक डब्बा फर्स्ट क्लास का अटैच कर दिया जाय ताकि वहां के रहने वाले आसानी से दिल्ली आ सकें ।

मुझ को इतना ही अर्ज करना था । आप की रेलवे ने जो तरक्की की है, उस से कोई इनकार नहीं कर सकता । हां, हमारे कहने पर जरूर तवज्जह दी जाय, ऐसा न हो कि हम लोग कुछ आप के सामने अर्ज करें वह आप रद्दी की टोकरी में डाल दें ।

[محترم اسپیکر صاحب (بجنور)-

پیشتر اس کے کہ میں اپنی تقریر کا آغاز کروں مجھے ایک بات بڑے افسوس کے ساتھ کہنی پڑتی ہے - میں مسلسل دو سال سے اس معاملے کو لے کر تقریر کر رہا ہوں لیکن میرے کسی ایک مطالبے کو اس وقت تک نہ تو منظور کیا گیا ہے اور نہ ہی مجھکو اطلاع دیگئی کہ اس کا کیا حشر ہوا - میں نے اپنی تقریروں میں ڈپٹی منسٹر صاحب اور منسٹر صاحب کی توجہ چند چیزوں کی طرف دلائی تھی اور ان کا میں پھر دوہرانا چاہتا ہوں - پہلی

[شری عبدل لطیف]

بات تو گجرولا - نجیب آباد ریلوے لائن کے بارے میں ہے - میں نے عرض کیا تھا کہ اس لائن پر پہلے دیہرا ایکسپریس چلتی تھی لیکن بعد میں اسکو بند کر دیا گیا تھا - اس کو پھر چلایا جائے -

12.29 hrs.

[MR DEPUTY-SPEAKER *in the Chair*]

اسکے بعد میں نے اور شری بھگت درشن جی نے ڈپٹی منسٹر صاحب سے اس کے بارے میں گفتگو کی اور ڈپٹی منسٹر صاحب نے ہمارے ساتھ وعدہ کیا تھا کہ وہ اس ٹرین کو ضرور چلائیں گے - اس کے بعد پولیٹیکل کانفرنس میں یہ بات آئی تھی اور ڈپٹی منسٹر صاحب نے جلسہ عام میں اعلان کیا تھا کہ یہ ٹرین چلے گی - لیکن اس وقت تک اس کی طرف کوئی توجہ نہیں دی گئی ہے -

اسوقت جو ٹرینیں اس لائن پر چل رہی ہیں ان کی خراب حالت کی طرف - اور ان کے ڈبوں کی حالت کی طرف توجہ دلائی تھی - میں نے عرض کیا تھا کہ وہ ریلوے ٹرین نہیں ہے بلکہ جھگڑا ہے - اس کے اندر بیٹھ کر انسان گھومتا رہتا ہے - اخبار نہیں پڑھ سکتا - میں نے خصوصاً فرسٹ کلاس کے ڈبوں کی طرف توجہ دلائی تھی - لیکن آج تک وہ ڈبے اپنی جگہ پر موجود ہیں - لائن میں کوئی ردو بدل نہیں کی گئی ہے -

شری خوشوقت رائے (کھیوی): اونٹ کا ہی کہئے -

اپادھیکش مہودے - ایک وقت میں ایک ہی تقریر ہو سکتی ہے -

شری عبدل لطیف - میں نے یہ عرض کیا تھا کہ اسٹیشنوں پر زبیحہ گوشت کا انتظام کیا جائے - کیونکہ بنا اس کے کم سے کم مسلمان مسافروں کو بہت تکلیف ہوتی ہے - لیکن آج تک اس کا کوئی انتظام نہیں کیا گیا - میں نے عرض کیا تھا کہ اسٹیشنوں پر چائے کا نہایت ناقص انتظام ہے - وہ بھی اپنی جگہ پر قائم ہے - البتہ ایک کام ضرور ہوا کہ اس چائے کی قیمت ایک آنہ بڑھ گئی - قیمت بڑھ گئی لیکن چائے اپنی جگہ پر ناقص ہی ہے - میں عرض کرنا چاہتا ہوں کہ جب مسلسل دو سالوں سے ایک چیز کی طرف آپ کی توجہ دلائی جا رہی ہے تو کیا ہماری تقریریں اسی قابل ہوتی ہیں کہ یہاں سے جانے کے بعد ان کو ردی کی ٹوکری میں پھینک دیا جائے - کم سے کم اتنا تو ہونا ہی چاہئے کہ جب کوئی تقریر ہو تو آپ ہم کو یہ اطلاع دیں کہ فلاں مطالبہ جو ہم نے رکھا وہ آپ کو منظور ہے - اور فلاں مطالبہ اس بنیاد پر منظور نہیں ہو سکتا ہے - کئی مرتبہ خود ڈپٹی منسٹر صاحب سے میری اور بھگت درشن صاحب کی ملاقات ہوئی - جلسہ عام نیچھیماباد پولیٹیکل کانفرنس میں اعلان ہوا لیکن سب کچھ بیکار رہا - اس لائن پر جو پلیٹ فارم ہیں ان کے متعلق

شکار کو جاتے ھیں - یہ درخواست جو میں نے آپ کے سامنے پھر پیش کی ھیں یہاں پر کوئی لمبی چوڑی تقریر کرنے کے لئے نہیں آیا ھوں - میں تو صرف کچھ شکوے گلے کرنے کے لئے آیا ھوں - میں کم سے کم ضرور محسوس کرتا ھوں کہ جو کچھ میں نے یہاں پر آپ کے سامنے عرض کیا تھا - آپ سے نہ دبا ھونا بلکہ جلرل مینیجر صاحب کو اپروچ کرتا تو ممکن تھا یہ سب کام ھوجانا -

ایک مسلمان سدسیہ - آپ نے تو غلطی کی -

شری عبدل لطیف - میں یہ عرض کرنا چاھتا ھوں کہ آمبھوا کھڑولا لائن پر ایک پولیس تھانہ ھے یہاں پر بلکہ رھتے بلتے ھیں اور وے کھڑے بلتے ھیں اس جگہ کے آس پاس بھی بلکہ لوگ رھتے ھیں وے کھڑا بلتے ھیں اور باھر کو لے جاتے ھیں - اس اسٹیشن پر ھمیشہ سے گاڑی رکتی آئی تھی یہ میں نے ڈپٹی منسٹر سے عرض کیا تھا اور انہوں نے اس کو نوٹ بھی کر لیا تھا - لیکن آج وہ گاڑی وھاں نہیں رکتی ھے اور لوگوں کو بہت تکلیف ھوتی ھے -

آخر میں پھر میری درخواست ھے کہ آپ ایک نئی گاڑی - چاھے وہ پسنجر ھو یا ایکسپریس ضرور چلائیں - اور جو تین گاڑیاں اسوقت چلتی ھیں ان درخواست کی تھی کہ ان کو اوبھارا جائے کیونکہ عورتوں اور بچوں کو چڑھنے میں بے انتہا تکلیف ھوتی ھے - لیکن اس طرف بھی کوئی توجہ نہیں دی گئی - میں نے ڈپٹی منسٹر صاحب سے درخواست کی تھی کہ وہ کم سے کم اس راستہ سے گزر تو جائیں جس سے کہ آپ کو معلوم ھو کہ جو کچھ میں عرض کر رھا ھوں اس میں کتنی سچائی ھے - ڈپٹی منسٹر صاحب نے مجھ سے وعدہ بھی کیا تھا کہ وہ جائیں گے لیکن آج تک وہ وھاں تشریف نہیں لے گئے - البتہ شری پرکاش ویر شاستری ایم پی وھاں گئے اور پرسون کی اپنی تقریر میں انہوں نے اس لائن کے متعلق آپ کے سامنے عرض کیا تھا - میں آپ سے عرض کرنا چاھتا ھوں کہ ھم ریپریزنٹ کرتے ھیں اپنی کانسٹیٹیوشن کو اس لئے لوگ ھم سے مطالبہ کرتے ھیں - ابھی چند دنوں کا واقعہ ھے - میں نے ایک جگہ پر ریلوے کی ترقی کا تذکرہ کیا اور بڑے اچھے الفاظ میں کہا - تو ایک صاحب نے بڑی سنجیدگی سے کہا - جنگل میں مور ناچا کس نے دیکھا - ممکن ھے ھندوستان کے اندر ترقی ھوئی ھو - لیکن ضلع بجلور کی جو حالت ھے وہ ویسی ھی ھے -

ایک مسلمان سدسیہ - بجلور کے تو ایک منسٹر صاحب بھی ھیں -

شری عبدل لطیف - منسٹر بھی ھیں ھمارے ڈپٹی منسٹر صاحب کا بھی واسطہ اس ضلع سے ھے - وہ وھاں

[شری عبدلطیف]

ـ ں آمد و رفت بہت رہتی ہے - اس لئے کم سے کم انلی سہولیت ہو جائے کہ ہر ٹرین میں دو ڈبے تھرڈ کلاس کے اور ایک ڈبہ فرسٹ کلاس کا نجیب آباد سے دہلی کے لئے اٹیچ ہو جائے تاکہ گنجرولا پر تبدیل کرنے میں لوگوں کو زحمت نہ ہو - صبح کی گاڑی میں ایک تھرڈ کلاس کا ڈبہ رہتا ہے - باقی کی دو گاڑیوں میں نہیں رہتے - جب تک آپ نئی گاڑی نہیں چلاتے جب تک ان تین گاڑیوں میں دو ڈبے تھرڈ کلاس کے اور ایک ڈبہ فرسٹ کلاس کا اٹیچ کر دیا جائے تاکہ وہاں کے رہنے والے آسانی سے دہلی آ سکیں -

مجھ کو اتنا ہی عرض کرنا تھا - آپ کی ریلوے نے جو ترقی کی ہے - اس سے کوئی انکار نہیں کر سکتا - ہاں - ہمارے کہنے پر ضرور توجہ دی جائے - ایسا نہ ہو کہ ہم لوگ جو کچھ آپ کے سامنے عرض کریں وہ آپ ردی کی ٹوکری میں ڈالدیں -]

श्री ब्रजराज सिंह : (फिरोजाबाद) : उपाध्यक्ष महोदय, कई सालों से सदन में एक मांग की जाती है कि रेलवे बोर्ड का दफ्तर जो लगातार बढ़ता जा रहा है, उस पर जो खर्च हर साल बढ़ता जा रहा है, रेलवे मंत्रालय का उधर जाना चाहिये । मैं मानता हूं कि शायद रेलवे मंत्री यह जवाब दें कि चूंकि काम बढ़ रहा है इस लिये रेलवे बोर्ड में और बहुत से अफसरों को मुकर्रर किया जा रहा है । लेकिन मैं जानना चाहता हूं कि जो काम बढ़ रहा है उस से जितना सोचने का काम है, नीति बनाने का काम है, उस नीति को सोचने में कौन सा काम बढ़ता है । इस बारे में यदि रेलवे मंत्री कुछ रोशनी दे सकें तो अच्छा होगा । मैं इस में नहीं जाना चाहता कि इस साल रेलवे की आमदनी पिछले साल से ज्यादा है, लेकिन इतना जरूर कहना चाहूंगा कि पिछले चार पांच सालों का बजट अगर देखा जाये रेलवे बोर्ड का, तो इस में हर साल बढ़ती दिखाई देगी । इस के बावजूद कहा जाता है कि हम मितव्ययता बरतना चाहते हैं । इस तरफ रेलवे मंत्री को जरूर ध्यान देना चाहिये ।

अभी प्रश्नों के घंटे में कहा गया और पिछले पन्द्रह बीस दिनों से लगातार मुल्क में यह चर्चा होती रही है, सदन में भी हुई है, कि रेलवे इस कर्तव्य का पालन करने में असमर्थ रही है कि जो कोयला खानों पर पड़ा हुआ है खोदा हुआ, उसे इंडस्ट्रीज अर्थात् उद्योगों को दे सके या घरों में पहुंचा सके । बार-बार सदन में यह बात कही जाती है । रेलवे मंत्री कहते हैं कि इस में हमारी कोई जिम्मेदारी नहीं है, हमको जितना लक्ष्य बनाया गया था दोनों पंचवर्षीय योजनाओं के अन्तर्गत, हम ने उसे पूरा कर दिया, और इस्पात और इंधन मंत्री कहते हैं कि उनका लक्ष्य जितना था उतना ही उन्होंने पूरा किया है, उस से ज्यादा नहीं । मेरी समझ में नहीं आता कि आखिर गलती कहां । मैं कहना नहीं चाहता, लेकिन यदि प्लैनिंग कमिशन की गलती रही हो तो उन्होंने सही ढंग से योजना निर्मित नहीं की, और अब जो कुछ हो रहा है उस से मुल्क में उत्पादन में कमी हो रही है, जिस से कि मुल्क के लोगों को परेशानी हो रही है । कोयला की कीमतें जगह जगह बहुत बढ़ी हुई हैं, इस को ध्यान में रखते हुए कम से

कम तृतीय पंच वर्षीय योजना के उत्पादन लक्ष्य को पूरा करने के लिए वैगन्स की जो स्थिति है उस को सही ढंग से ठीक करने की कोशिश की जाय। यदि आप के आयोजक यह भी नहीं देख सकते कि जो योजना बन रही है और मुल्क में जो टक्नालोजी की उन्नति हो रही है, दूसरे क्षेत्रों में जो उन्नति हो रही है, उस से कितना उत्पादन बढ़ेगा और कितना कोयला इस्तेमाल करने की जरूरत पड़ेगी, तो यह किसी तरह की प्लेनिंग नहीं है। इस सन्दर्भ में तृतीय पंच-वर्षीय योजना के अन्तर्गत जो कुछ रेलों के विकास की व्यवस्था की गई है, मैं समझता हूं कि वह भी आपका पूरा सामान और यात्रियों को ले जाने में असमर्थ होगी। इसलिए अब समय है कि इसी वक्त से इस पर विचार किया जाय और देखा जाय कि तृतीय पंच-वर्षीय योजना के अन्तर्गत कभी भी इस तरह की कोई दिक्कत न आय जिसमें माल एक जगह से दूसरी जगह न जा सके।

इस सन्दर्भ में प्रश्न आता है कि जो आपका रोलिंग स्टाक है उसके सम्बन्ध में सरकार की और रेलवे मन्त्रालय की क्या नीति है। वैगन्स के बारे में कहा जाता है कि हमारे पास कमी है। आज से कई साल पहले से वैगन्स बनाय जाने चाहियें थे। वर्कशाप से काम लिया जा सकता था, लेकिन नहीं लिया गया। क्यों नहीं लिया गया, इस पर प्रकाश पड़ना चाहिये। आज से कई साल पहले हम सोच सकते थे कि जो लोकोमोटिवज हम बाहर से मंगाते हैं डीजल और एलेक्ट्रिक के उनके बारे में क्या किया जाय। एलेक्ट्रिक के बारे में कहा जा सकता था कि हम उनको नहीं बना सकते, लेकिन डीजल लोकोमोटिव्ज के बारे में हमने पहले से योजना क्यों नहीं बनाई ताकि उनका उत्पादन मुल्क में हो सके। इस संदर्भ में जब हम देखते हैं कि अमरीका से हमें डी० एल० एफ लोन मिलता है रेलों के पुनर्निर्माण के लिए और विकास के लिए तो हम को सोचना चाहिये कि हम वहां से जो लोको-मोटिव्ज खरीदते हैं डीजल के उस में वह सतर्कता बरती जा रही है या नहीं जो कि बरती जानी चाहिये। अभी पिछले दिनों लोकोमोटिव्ज खरीदने के सम्बन्ध में एक प्रश्न के उत्तर में बताया गया कि वैसे तो लोकोमोटिव्ज की खरीद के लिए ग्लोबल टेंडर्स मांगे जाते हैं लेकिन डी० एल० एफ० लोन की यह चूंकि शर्त थी कि केवल अमरीका से ही इस रुपए से लोकोमोटिव खरीदे जायं, इसलिए अमरीका से ही टेंडर मांगे गए। अमरीका में तीन फर्म लोकोमोटिव बनाती हैं, लेकिन जो उत्तर दिया गया उससे पता चलता है कि ज्यादा कीमत वाले टेंडर को मंजूर किया गया और कम कीमत वाले टेंडर को मंजूर नहीं किया गया। मैं उसकी विशेषताओं में नहीं जाना चाहता। हो सकता है कि रेलवे मन्त्रालय यह जवाब दे कि कम कीमत वाले टेंडर के लोकोमोटिव में कुछ खराबी थी जो कि दूसरे में नहीं थी। मैं मानता हूं कि डी० एल० एफ० लोन की यह शर्त है कि उससे हम दुनिया के बाजार से लोको-मोटिव नहीं खरीद सकते, हमको अमरीका के बाजार से ही खरीदने होंगे, लेकिन अमरीका में भी जिसका टेंडर कम कीमत का है उसको मंजूर न करना और जिसका ज्यादा कीमत का है उसको मंजूर करना मैं समझता हूं कि यह उचित नहीं है। मैं चाहूंगा कि मन्त्री महोदय इस ओर ध्यान दें क्योंकि भविष्य में हमें और चीजें भी खरीदनी होंगी। तौर आम पर यह चर्चा होती है कि इन बातों में कुछ गड़बड़ होती है। मैं नहीं कह सकता कि इसमें कोई आधार है या नहीं, लेकिन जब कम कीमत का टेंडर मंजूर नहीं किया जाता और ज्यादा कीमत वाला मंजूर किया जाता है तो इस प्रकार की शंकाएं पैदा होने की गुंजाइश होती है। मैं चाहूंगा कि इस प्रकार की शंकाओं को दूर करने की जरूर कोशिश की जाए।

इस सदन में केटरिंग के बारे में बहुत कुछ कहा गया है और बैंडिंग का जिक्र किया

[श्री ब्रजराज सिंह]

गया है । इस सम्बन्ध में रेलवे मन्त्रालय की एक कमेटी बैठी थी और उसने कुछ नीति निर्धारित की थी उस पर चलने की रेल मन्त्रालय सोचता था, लेकिन अफसोस है कि अब उस नीति पर भी नहीं चला जा रहा है । जहां तक केटरिंग का सम्बन्ध है केवल खाने पीने की चीजों का आप डिपार्टमेंटलाइजेशन करते है, सिर्फ बेचने की चीजों का विभागीकरण करते हैं । इससे लोगों के दिमाग में यह बात पैदा हो ही है कि शायद आप कहीं होटल खोलने जा रहे हैं । इन विचारों से उन लोगों की बात को बल मिलता है जो राष्ट्रीयकरण नहीं चाहते । जब से आपने केटरिंग अपने हाथ में लिया है तब से जनता को चीजें खराब मिलने लगी है । आप देखेंगे कि इन बातों से जनता के दिमाग में राष्ट्रीयकरण के विरुद्ध भावना पैदा होती है । मैं तो चाहता हूं कि मुल्क में जल्दी से जल्दी समाजवाद कायम किया जाए । लेकिन अगर समाजवाद के नाम पर ऐसी बातें होंगी तो लोगों के मन में राष्ट्रीयकरण के प्रति दुर्भावना पैदा होगी जो कि उचित नहीं है । मैं उदाहरण के लिए कहना चाहता हूं कि हमने जो केटरिंग स्टेशनों पर अपने हाथ में लिया है उससे एक तरफ तो नुकसान हो रहा है और उसी के साथ साथ हमको अच्छा खाना नहीं मिलता । आपकी सरविस अच्छी नहीं होती । बासी खाना दिया जाता है । यह सारी चीजें हो रही हैं और रेलवे मन्त्रालय इस दिशा में कुछ नहीं कर रहा है ।

Shri Sonavane (Sholapur-Reserved-Sech. Castes): That is not correct.

Shri M. B. Thakore: (Patan): That is correct.

Mr. Deputy-Speaker: Order, order; the hon. Member may be allowed to go on.

श्री ब्रजराज सिंह : कोई देखना चाहे तो इस चीज को देख सकता है । उस तरफ से आवाज आयी कि ऐसी बात नहीं है । मैं चाहता हूं कि रेलवे मन्त्रालय एक बात के लिए तैयार हो जाए कि इन चीजों को देखने के लिए और इनकी जांच पड़ताल करने के लिए एक पालियामेंटरी कमेटी, स्टेंडिंग कमेटी, बनाए जो रेलवे की सब चीजों की जांच पड़ताल करे । लेकिन केटरिंग के बारे में तो मैं चाहता हूं कि खास तौर पर जांच पड़ताल की जाए ।

मैं जानता हूं कि कांग्रेस पार्टी की एक कमेटी ने यह सिफारिश की थी कि पब्लिक अंडरटेकिंग की जांच पड़ताल के लिए एक स्टेंडिंग कमेटी होनी चाहिए । रेलवे विभाग तो एक बहुत बड़ा अंडरटेकिंग है, इसमें हजारों करोड़ों का लेन देन होता है । मैं चाहूंगा कि रेलवे मन्त्रालय इस बात पर विचार करे कि रेलवे के फाइनेंस, चल स्टाक आदि दूसरी और चीजों की भी जांच पड़ताल करने के लिये एक स्टेंडिंग कमेटी इस पार्लियामेंट के मेम्बरों की बनायी जाए जो कि इन चीजों पर ध्यान दे सके ।

तो मैं केटरिंग के बारे में कह रहा था । मैं चाहता हूं कि यह देखा जाए कि केटरिंग में किस प्रकार उन्नति की जा सकती है । यह सिर्फ अपर क्लास के लोगों की सुविधा के लिए ही नहीं होना चाहिए । थर्ड क्लास के मुसफिरों की सुविधाओं का भी पूरा ध्यान रखना चाहिए क्योंकि रेलवे की ज्यादातर आमदनी उनसे ही होती है । इससे केवल अपर क्लास वालों को ही फायदा न हो । इस पर रेलवे मन्त्रालय को पुनः विचार करने की जरूरत है ।

सरकार की यह नीति रही है कि जो लाइनें लड़ाई के जमाने में उखाड़ ली गयी थी उनको फिर से लगा दिय जाए और देश में ऐसी अधिकांश लाइनें फिर से लगा दी गयी हैं, लेकिन मैं जानना चाहता हूं कि आगरा जिला में एक लाइन थी आगरा से बाह तक, जो कि ४०–४५ मील लम्बी लाइन थी, और

जिसको लड़ाई के जमाने में उखाड़ लिया गया था, उसकी ओर क्यों ध्यान नहीं दिया जा रहा है। आपकी यह नीति है कि देश मे जिन लाइनों का लड़ाई के जमाने में उखाड़ा गया था उनको फिर मे लगा दिया जाए और आपने ऐसी लाइनों को लगाने की कोशिश भी की है। मैं चाहूंगा कि इस लाइन को भी फिर से लगाने पर विचार किया जाए।

दुर्घटनाओं के बारे मे सदन में चर्चा हुई है। अभी हमने रेलवे की लापरवाही के कारण देश का एक बहुत बड़ा पत्रकार खो दिया। परसों तरसों एक दुर्घटना में १३–१४ आदमियों की जानें गई हैं। पिछले कुछ दिनों से हम देखते थे कि दुर्घटनायें नहीं हो रही थीं लेकिन अब फिर उनकी लहर सी आ रही है। मैं चाहूंगा कि रेलवे मन्त्रालय इस तरफ विशेष तौर से ध्यान दे ताकि इस प्रकार की दुर्घटनायें भविष्य में न होने पावे।

मैं एक निवेदन करना चाहता हूं इलेक्ट्रिफिकेशन के बारे में। आपने हाल में मुगलसराय और हावड़ा के बीच में इलेक्ट्रिफिकेशन किया है जहां पर कोयले का क्षेत्र भी है। जो लाइनें कोयला क्षेत्र से दूर हैं उनमें कभी कभी ऐसी स्थिति हो जाती है कि वे बन्द हो रही हैं। इसलिये अगर आपको इलेक्ट्रिफिकेशन करना है तो ऐसे स्थानों में करना चाहिये जैसे कि पंजाब, महाराष्ट्र और गुजरात जो कि कोयला क्षेत्र से बहुत दूर है।

Shri M. B. Thakore: There are no lines; what to talk of Electrification'.

श्री ब्रजराज सिंह : मैं चाहूंगा कि भविष्य में यह नीति अपनायी जाए कि उन स्थानों में पहले इलेक्ट्रिफिकेशन किया जाए जो कि कोयला क्षेत्र से दूर हैं और जहां कोयला पहुंचाने में दिक्कत होती है ताकि वहां के लोगों को कोयले की कमी के कारण कठिनाई का सामना न करना पड़े।

जो वर्क्स, मैशीनरी और रोलिंग स्टाक प्रोग्राम हम को दिया गया है उससे पालम होता है कि छोटी छोटी चीजों के निर्माण के लिए डेढ़ डेढ़ और दो दो लाख रुपया रखा गया है। मैं समझता हूं कि यह देखना चाहिये कि इतना रुपया किस प्रकार खर्च होता है। उदाहरण के लिए आप देखें कि टूंडला के स्टेशन पर एक ओवर ब्रिज के लिए एक लाख रुपया रखा गया है। इतना रुपया इस पर कैसे खर्च हो सकता है यह मेरी समझ में नहीं आता। मैं समझता हूं कि जितना रुपया हम खर्च के लिए रख रहे हैं उतना खर्च नहीं होता। इसमें कुछ न कुछ गड़बड़ी जरूर है। मैं चाहूंगा कि रेलवे मन्त्री इस पर ध्यान दें कि बाजार में चीजों की कीमतें देखते हुए ये काम कम रुपए मे होने चाहिये। आपको तो सारा सामान उचित मूल्य पर मिलता है फिर क्यों दूसरी जगह से ज्यादा तेज चीजें बननी चाहियें यह देखा जाना चाहिये कि हमारा रुपया ठीक तरह से तो खर्च हो रहा है। बीच में कोई गड़बड़ी तो नहीं है। मैं चाहूंगा कि रेलवे मन्त्री जरूर इधर ध्यान दें कि कहीं ऐसा तो नहीं है कि हमारा पैसा अच्छे तरीके से खर्च न हो रहा हो जैसे कि होना चाहिए।

अन्त में मैं रेलवे के रोलिंग स्टाक की गतिविधि और स्पीड के बारे मे कुछ निवेदन करना चाहता हूं। यह अभी सन्तोषजनक नहीं है। यदि हम अपने वैगंस जो कि हमारे पास हैं और जैसी हमारी पोजीशन है उसमें किसी तरीके से अगर एक घंटे उनसे और अधिक काम ले सकें तो बहुत उन्नति हो सकती है मैं समझता हूं कि सब तरीकों से अगर हम इस पर ध्यान दें तो मुश्किल नहीं होगा। यदि हम अपने वैगंस से एक घंटे अधिक समय काम ले सकने में समर्थ हो जायें तो आज हमारे देश में कोयले और दूसरे सामान को ढोने की जो समस्या है और वैगंस की जो कमी अनुभव की जा रही है, उस की स्थिति काफी सुधर सकती है। मुझे अफसोस है कि यह नहीं हो पाया है। कभी कभी कहा जाता है कि ऐसा इसलिये नहीं हो रहा है क्योंकि हमारे पास कानून नहीं है ताकि

[श्री अजराज सिंह]

लोगो को मजबूर किया जा सके कि वे सामान जल्दी से उठाये ।

नई दिल्ली के बारे में कहा गया है । मै आपको विश्वास दिलाना चाहता हूं कि यदि आप इससे सम्बन्धित कानून में कोई कड़ापन लाना चाहते हैं तो आप अपना प्रपोजल लेकर इस सदन के सामने आइये और उसके लिए सबसे सदस पहले रजामन्द हो जायगा कि हमारी रेलवेज का चल स्टाक जल्दी जल्दी हिले जुले । कानून का बहाना बना कर मुल्क का सामान एक जगह से दूसरी दूसरी जगह न जा सके, तो यह उचित बात नही होगी । मै चाहूंगा कि हमारे रेलवे मन्त्री महोदय इस विषय मे जरा गम्भीरता से जांच पड़ताल करायें और स्वय देखे कि आज हम चल स्टाक से जितना सामान लिये जा रहे हैं वह क्या सन्तोषप्रद है और क्या अपने वैगंस से एक घंटे रोज अधिक काम नहीं लिया जा सकता है ? कहीं ऐसा तो नहीं होता है कि वैगंस हमारे कही कहीं एक एक और दो, दो दिन पड़े रहते हैं ? अधिक काम लेने के लिए यदि किसी कानून में परिवर्तन करने की जरूरत हो तो कानून में तबदीली कर लें । आज मुल्क की आवश्यकता इस बात की है कि देश मे जो भी उत्पादन हो रहा है, कच्चे माल और फिनिश्ड गुड्स का तमाम उत्पादित माल एक जगह से दूसरी जगह तेजी के साथ और समय के अन्दर पहुंचे ।

अभी चर्चा हो रही थी कि हम विदेशों को ४, ५ लाख टन चीनी भेजने वाले हैं । ४, ५ लाख टन चीनी को कारखानों से पोर्ट तक ले जाना है उसके लिए कम से कम ३०००० वैगंस चाहियें । इसी तरह से देश में कोयले का उत्पादन बढ़ रहा है जरूरी बात है कि जितने हमारे पास वैगंस हैं उनसे हम कम से कम एक घंटे ज्यादा काम ले सकें । इसी तरीके से अपनी लाइस को कैपेसिटी को बढ़ाने की कोशिश करें । रेलगाड़ियों की गति को बढ़ाने की कोशिश करें और १०, १५ मिनट का फी फर्क अगर हम डाल सकते हैं तो डालें । मुझे बतलाया गया है कि जापान में रेलें बहुत तेज दौड़ती हैं । मुझे पता नहीं कि हिन्दुस्तान में इस स्पीड को बढ़ाने की दिशा में कोई एक्सपेरीमेंट क्यों नहीं किया जाता । इस बात की जांच होनी चाहिये कि हिन्दुस्तान में हम अपनी रेलगाड़ियों को क्या और तेज नहीं चला सकते हैं । क्या हम अपनी गाड़ियों को फ्रीक्वेंसी नही बढ़ा सकते हैं, दस, दस और पन्द्रह, पन्द्रह मिनट के बाद क्या हम अपनी पैसेंजर ट्रेंस और गुड्स ट्रेन नही छोड़ सकते हैं ? मैं समझता हूं कि अगर इस विषय में जांच पड़ताल की जाय और उसके लिए कोशिश की जाय तो यह सब हो सकता है और जरूर एक ऐसी स्थिति आ सकती है जिसमें हम अपना माल ज्यादा और अधिक शीघ्रता से ढो सकें और अपने पैसेंजर्स को और अधिक तादाद में और तेजी के साथ एक जगह से दूसरी जगह पचा सकें ।

मुझे और विशेष नहीं कहना है । मैं सिर्फ यही कहना चाहूंगा कि हमारी रेलवेज को कमर्शियल लाइन्स पर चलते हुए सेवा करनी चाहिए जैसे कि हमारे वित्त मन्त्री महोदय ने जनता पर करों का भार बढ़ा दिया है हमारी रेलवेज को जनता पर टैक्स लगाने की जल्दबाजी नहीं करनी चाहिए अपितु उसे तो एक कमर्शियल सर्विस के तौर पर अपना काम करते रहना चाहिए ।

Shri T. Subramanyam (Bellary): The railways constitute our greatest national undertaking with a capital-at-charge of Rs. 1560 crores, and employing about 11,60,000 people. It purports to play the dual role of a public utility undertaking as well as a commercial enterprise.

We have various modes of transport in our country, the roadways,

the railways, the waterways, and the airways also. We must have a national policy of integrating all these modes of transport, if the needs of the growing economy and the development of our country have to be met satisfactorily and adequately. A committee has been appointed, which is known as the Neogy Committee, to recommend what properly should be the long-term transport policy of the country, so that the development of the transport machinery may serve the growing needs with economy and efficiency, avoiding duplication, and also the role of the various modes of transport in the coming five to ten years; also, the mechanism to regulate and control the various modes of transport and co-ordinate their activities has to be recommended by this committee. An interim report has been received, and I hope that Government will take speedy action with regard to this matter.

We have undertaken to build up the socio-economic welfare of over forty crores of people, and industrialisation is going on at a very speedy rate, but, unfortunately we find that the modes of transport are not able to cope up with the demands and the requirements. That has been our experience. Almost every day, in the Parliament, the question comes up that wagons are not available to lift up the coal. Even the Food and Agriculture Minister was complaining that adequate number of wagons were not available even to lift foodgrains from one place to another. This question has been coming up frequently before this House in connection with transport of steel, minerals etc. The railways have also been set the task of taking up greater and greater responsibilities in the Third Five Year Plan. Therefore, I urge that immediately, a decision should be taken with regard to co-ordinating the various modes of transport. At the same time, there should be a vigorous sort of search or introspection on the part of the Railway Board to cope up with the needs of the developing economy.

In the Third Five Year Plan, the task has been set for the railways to lift 93,000 million ton-miles, and that will mean an incerase from the Second Plan target of 54,000 million ton-miles. The increase will be of of the order of nearly 39,000 million ton-miles. It is a huge task, almost double the work that was taken up in the Second Plan. I again urge the Railway Board and the Railway Ministry to have a vigorous search with regard to this matter.

In the Second Five Year Plan, for the development of railways, Rs. 1121·5 crores were invested. In the Third Plan, it is proposed tentatively that Rs. 1255 crores should be invested. The Second Plan targets with regard to the receipt of locomotives, coaching-stock and wagons, we are told, will be almost fulfilled. In the Second Plan, about 2100 locomotives, 8500 coaching-stock, and about a lakh of wagons will be received by the end of this month. That is a matter for gratification. In the Third Plan, we are told that 1700 locomotives, 7800 coaching-stock and 110,000 wagons will be received. We are also told that we shall be attaining self-sufficiency with regard to the equipment of our railways.

In the Second Plan, 800 miles of new railway construction were undertaken. We are told that that also will be practically reached. This represents mainly the requirements of the steel and coal industries, and the operational requirements of the railways themselves. We are told that in the Third Plan also, the same programme will continue, and about 1100 miles of new railway construction will be undertaken.

In this context, I must say that there is an acute feeling of dissatisfaction in South India, and I shall be failing in my duty, if I do not give expression to that sort of feeling. It

[Shri T. Subramanyam]

is a bad thing to allow that sort of feeling to continue. It is also a fact that in the Third Five Year Plan also, according to the proposals made, we do not have any railway constructions in South India.

The hon. Minister has said in his budget speech at page 13, that

> "In the matter of construction of new lines the Planning Commission have so far allotted Rs. 120 crores. This will provide for approximately 1160 miles, representing lines essentially required either in connection with the Railways' operational needs or in connection with the development of industries and mineral resources. The latter include 200 miles for development of new coal fields and about 50 miles for a new line to serve the proposed port at Haldia. The provision for new lines is being reviewed in consultation with the Planning Commission.".

That gives a little margin of hope for us. We are further informed:

> "I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be constructed on grounds of political, social and economic development in certain areas more particularly in the South.".

That is a gratifying and heartening thing. The word 'political' also has been advisedly, I presume, because that feeling does exist. Of course, it is based on very justifiable and very solid grounds. No new railway construction has been undertaken; and after the reorganisation of States, since 1956, there has been a very acute need for new lines being constructed. As you know, geographically, as we proceed towards Cape Comorin the land tapers, and the inter-links that have to be added would be very narrow, sometimes 40 miles, sometimes 50 miles and so on, and they will be not more than 100 miles generally. If these links are constructed, then the way will be opened for the development of industries, and for enterprise and for trade and commerce.

13 hrs.

I would like to mention the lines that should be taken up immediately in South India. We have been agitating for them since 1956; the demand has been insistent and it has to be satisfied. It is a case of must, I say. The lines are: Hasan-Mangalore, Kottur-Harihar, Rayaddug-Chitaldrug, Hubli-Karwar and Salem-Bangalore. Priority should be given to these lines. We do recognise that there is very great need to give priority for the defence of our country and for the development of iron and steel industry, as also for the operational requirements of the railways themselves. After satisfying these three requirements, I would urge the Government to take up these railway lines in South India and satisfying the insistent demands there. It has been recognised by the Planning Commission and I hope Government will come to a speedy decision with regard to this matter.

Then, Sir, I urge that one or two more trains should be introduced in that area. We are told that a number of passenger trains have been introduced from 1956-57. I hav been urging that a fast express train should be started from Bijapur to Bangalore via Gadag-Hospet-Bellary and Guntakal. From 1956 when the States Reorganisation came in, Mysore has become a bigger State, the Karnatak State. More areas have come in and more people are going towards Bangalore. But for thirteen hours there is not a single train between Gadag and Bangalore on this line. There has been an agitation for a long time; the traffic is increasing enormously and the equipment of the railways has also increased. I have been agitating for the introduction of this train.

I would in this connection just quote a few figures. The number of new trains introduced in 1956-57 was 119 on the broad gauge and 43 on the metre gauge; in 1957-58 it was 118 new trains on the broad gauge and 27 on the metre gauge; in 1959-60 it was 165 new trains on the broad gauge and 25 on the metre gauge; in 1960-61 it was 58 new trains on the broad gauge and 18 on the metre gauge. In 1956 when I asked for the introduction of a new train, I was informed that when the position with regard to the availability of locomotives and rolling stock improved, this question would be considered. Hundreds of trains have been introduced in other areas. I do not know why it has not been possible for Government to introduce this one train, though there is very great need for it

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri T. Subramanyam: I will take only two more minutes.

After the reorganisation of States people coming from the Karnatak areas of Hyderabad, Bombay and from Bellary district have to go *via* Guntakal to Bangalore for various transactions and Government work. Many passengers coming from that area have not been able to find accommodation at Guntakal to proceed towards Bangalore. I suggest that some more carriages may be attached to the trains proceeding towards Bangalore.

Then, Sir, I was informed sometime back that an additional broad gauge line would be constructed between Guntakal and Hospet to enable iron ore to be exported to other countries. It is of the utmost importance. It fetches us a substantial amount of foreign exchange. The iron ore is of the richest variety and is in great demand in other countries. I, therefor urge that this line should be constructed as early as possible. Track renewals and strengthening of bridges have to be taken up on the Kottur-Hospet, Rayadrug-Bellary and Gadag-Sholapur and completed as early as possible.

I am glad there has been a reduction in the claims filed from year to year, but still Government had to pay Rs. 3·13 crores in 1958-59 and Rs. 3·74 crores in 1959-60. Lakhs of claims are being filed from year to year. I hope Government will take adequate steps to minimise this.

Mr. Deputy-Speaker: The grievances which are being voiced are mostly local in character and hope that can be done within ten minutes. I would request hon. Members to condense their remarks so that a larger number of hon. Members may be accommodated. Naturally there is a desire this time on the part of many Members to speak.

Shri Kalika Singh (Azamgarh): Sir, the Railways are the biggest of the public utility undertakings in India and they are said to be the fourth largest network in the whole of the world. It is, therefore, the responsibility of the Government to see that they are run most efficienctly, more particularly because they are directly connected with the progress of our Five Year Plans. At the commencement of the first Five Year Plan it was thought that railways were not very essential; so no money was provided in the First Draft Outline which was presented to Parliament. Later on a sum of Rs 200 crores was provided; at the end of the Plan, however, it was found that a sum of Rs. 423 crores had actually been spent on the railways. So, the railways spent Rs. 200 over and above the amount allotted to them. So it was the progress of the Plan that showed that the Railways are very essential and the planners were wrong.

In the Second Five Year Plan, therefore, a sum of Rs. 1,125 crores had been provided for the railways. At the end of the Plan we see that the whole of this sum has been utilised,

[Shri Kalika Singh]

although the other Departments were not able to utilise the whole of the sum allotted to them. In the case of the railways only an amount of Rs. 4 crores remained unutilised; that is they spent Rs. 1,121 crores.

The Railways are very essential to meet the transport requirements of the country. The investment on this public utility undertaking is Rs. 1,732 crores. With this investment we should see that the railways are run very efficiently. We have also to see that the foreign aid available to the railways is more than to other public undertakings or developmental works. The World Bank has been from time to time advancing loans because the capital at charge is substantial and the railways have got a very big asset. The International Development Association has also come into being and I think more and more money will be available from that Association apart from the World Bank. With the amount allotted in the Third Five Year Plan, the railways would be able to complete their planned programme with the result that the transport requirements of foodgrains, coal, steel and other essential items would be met very efficiently.

There is one thing I have noticed. It is that the working expenses have gone very high. In 1938-39, the gross earnings were Rs. 107 crores and the working expenses Rs. 71 crores, but in 1958-59, the gross earnings rose to Rs. 392 crores and the working expenses to Rs. 324 crores. The increase in the gross earnings during this period was nearly 366 per cent, but that in the working expenses was 456 per cent. If the gross earnings increase, the working expenses should also increase, but not more than the rate of increase in the gross earnings. But as I have just now shown, the increase in working expenses has been 100 per cent more than the increase in gross earnings.

Then I have noticed that there is a big increase in the number of staff. The figures given in *Indian Railways* (1959-60), Table XVIII, show that in 1938-39, the number of Class I and II staff was 1,784, but in 1959-60, it rose to 4,408. As regards Class III(a) employees, that is, those employees who were receiving more than Rs. 250 per month, the number in 1938-39 was 7,602, but in 1959-60, it rose to 23,866. The strength of Class IV employees has not increased so much in Class IV, there are two categories, (a) and (b). In category (a), the increase is from 98,000 to 1,81,319. These figures are for 1951-52 and 1959-60. In the (b) category, the figures for the same period are 4,92,856 and 5,09,653.

So the increase in Class IV employees might be taken to be 100 per cent or even less, but the increase in the case of Class I, II and III(a) is more than 400—500 per cent. So the working expenses have gone up very high and the pattern of employment also during these years shows that the higher class officers have increased in number more than the lower class of officers. The operational efficiency of the railways has to be judged by the performance of those persons who really work the lines on the spot. If there is an increase in their number, efficiency will certainly improve. But if we go on increasing the staff in the offices who do not actually operate the lines, that might not be so much conducive to the promotion of efficiency of railways. Therefore, it has to be discouraged.

As regards passenger earnings, the earnings from air-conditioned coaches in 1959-60 was Rs. 1·18 lakhs, from first-class Rs. 8·06 lakhs and third class Rs. 1,11,90 lakhs. Here also, we have to see that we provide more amenities to the third class passengers. But overcrowding has been going on and we have seen on railways, particularly in the metre gauge, that there is a lot of overcrowding especially

when there is mela traffic. We just cannot bear the sight of a train in the metre gauge when there is mela traffic.

Shri M. B. Thakore: In the summer season also.

Shri Kalika Singh: People travel on the roof of the trains and accidents have taken place. Instead of providing more trains and more coaches on the lines, the authorities advise pilgrims not to travel. If people want to travel and visit places of pilgrimage, the railways should provide the necessary travel facilities rather than discourage them. I think the railways do not actually want people to stop travelling to pilgrim centres; they only want to avoid the responsibility that may be fastened on them when passengers fall down from trains or other accidents take place. Therefore, they only give a warning.

There is one more point, a very important one. This is concerning Moghalsarai. It is stated:

> "The daily average allotments in the direction above Moghalsarai was 1,687 wagons compared to the previous year's figure of 1,661 and the movements reached a record figure in September 1959, when a daily average number of 2,002 wagons were moved through Moghalsarai compared with the previous year's record of 1,792 wagons".

Moghalsarai represents the biggest bottleneck in transport in the whole of India. Coal and other goods wagons passing through Moghalsarai come from Bengal-Bihar collieries. Now one alternative line is being provided, Garhwa-Robertsganj, to divert some of the wagons, but in view of the increasing number of wagons, it is stated that by the end of the Third Five Year Plan, the number of wagons that will be passing through this bottleneck might rise even up to 6,000. Then I think one alternative line, Garhwa-Robertsganj will not be enough. So I propose that a bridge should be constructed at Ghazipur. This has already been examined by the railways. The Research Institute at Poona has also, I learn, reported that the bridge is feasible at that point. So the Ghazipur railway bridge should be constructed and the line from Dildarnagar to Nagsar should pass over Ghazipur, and then it should pass from Azamgarh to Akbarpur or straight from Ghazipur to Zafrabad, which is only 60 miles. That will be a second alternative to transport all the coal wagons avoiding the Moghalsarai point.

I want to thank the Railway Ministry for one thing. For two or three years we had been demanding that the track between Mau and Shahganj should be renewed. It has been there ever since 1907, and was not renewed. Now it is being renewed at a cost of Rs. 50 lakhs. I have been told that now the trains there on the metre gauge will be running at a speed of more than 35 miles instead of at the present rate of 15 miles. For that I thank the Ministry.

Shri D. C. Sharma (Gurdaspur): Sir, this is discrimination.

Mr. Deputy-Speaker: I should have given perference to those whose tracks have not been renewed.

Shri D. C. Sharma: His track has been renewed.

Shri Aurobindo Ghosal (Uluberia): I had no intention of mentioning issues already discussed, but some of them are so pressing that they require emphasizing.

First, I will refer to catering, which has been already referred to by my hon friend Shri Braj Raj Singh The quantity, quality and the price of the food supplied by the contractors . . .

Shri M. B. Thakore: It is departmental now.

Shri Aurobindo Ghosal: ...differs from station to station and from contractor to contractor. We know that some standard has been laid down, but in practice this differs. I request the hon. Minister to see if inspectors can be appointed to check the quality, quantity and the price of the meals that are supplied by the contractors.

As regards the meals supplied by the restaurant car of the railways, the price of the items is increasing daily, and it has almost reached a prohibitive limit. So, I request the hon. Minister to see if the profit element can be reduced on the meals supplied in the restaurant cars to passengers.

Regarding the three-tier system, most of the Members have pointed out the difficulties. I would like to suggest one thing. Previously, in the three-tier classes, they used to supply some chairs, one-seat chairs. These used to be left vacant on one side for the sitting of persons who do not like to sleep for some time at night, but these chairs have also been now converted into berths. What happens? During day time the passengers of the middle berths have got to sit on their seats with their luggages on their laps. Therefore, either you must retain the old system of providing chairs on one side, or at least you should keep the upper berth vacant for keeping luggage. This is my suggestion regarding the three-tier system.

Regarding the suburban trains of the South-Eastern Railway, in the last 20 years the passenger traffic has increased by about 400 per cent, but the trains have increased by only two. The total number of up and down sub-urban trains in 1940 was 46; in 1951 it was 44 and in 1959 it was 48, but during this time passenger traffic has increased by about 400 per cent.

Secondly, not only is there overcrowding, but the running time has been extended too much. The running time has been increased by about 50 per cent. Previously the 16 or 17 miles used to be covered in one hour by the local trains. Now it is being covered in one hour and 20 minutes. I would request the hon. Minister to see that the speed is increased and the running time of the local trains reduced on the suburban side of the South-Eastern Railway.

Now I come to the trade apprentices of Kharagpur. In Kharagpur, about three years ago several hundreds of these apprentices were trained, but only a few of them have been absorbed. Even today, about 200 trade apprentices and carriage apprentices who have received training at the cost of the railways have been kept unabsorbed. I do not think in any other zone of the railways, such skilled hands to whom training has been given at the cost of the railways are being kept unemployed. I would request the Minister to consider giving employment to these carriage and trade apprentices of Kharagpur.

Yesterday, a news item has appeared to the effect that in the North Eastern Frontier Railway, in 1959 about 200 young men were declared fit for getting work by the Railway Service Commission, but none of them has been absorbed yet. The difficulty is this, that the Employment Exchange also does not allow them to register their names, because they have been approved by the Railway Service Commission, but they are not getting absorbed in the railways either. So, that point also should be considered by the hon. Minister.

Another point to which I would like to refer, which is very important, is that the railway yards of Chitpur and Shalimar are being used as underground commodity markets. In the first week of February, it has appeared in the papers that the hon. Deputy Minister, Shri S. V. Ramaswamy, visited the railway yards of New Delhi and found huge quantities of coal and firewood heaped there, and they were not released by the business men in order to create artificial scar-

city in the market, because of the low wharfage rate. What happens in Calcutta is this. All the rape seeds are sold from the Chitpur yard. About 35 lakhs maunds of mustard seed are imported mainly from Bihar and U.P. Daily, the Delhi market opens in the morning and the prices are fixed in Calcutta towards the afternoon. In the Chitpur yard the rape seed bags are kept in the wagons, they are not released. There, underground market is run in the yard on the railway receipt itself, and that is being allowed. The real market, the producers' market, is in Howrah, but the goods are to be taken delivery from the Chitpur yard. The sample of the goods which are shown in the market, in the Rail bazar of Howrah, are not the same or similar to those delivered from the Chitpur yard. This sort of corruption is being allowed, and in all the newspapers of West Bengal this has come out that underground share market is being run in the Chitpur railway yard and Shalimar godown. This should be checked. On 28th February, 36 wagons of mustard seed had arrived in Calcutta, but on that very day the price of mustard oil was increased by Rs. 20 a maund. It is inconceivable. In one day the price of mustard oil was increased by Rs. 20 a maund, though on that very day 36 wagons had been received in Chitpur yard. That is because the share market is being allotted to be operated in the railway yard itself. It is being operated on railway receipt without releasing the goods. That has to be checked.

The other day it has come in the newspapers that there was a pitched battle between the Railway Protection Force and the people of the Railway Works Inspectorate in Shalimar, in which about seven persons have been seriously injured. The persons of the Railway Works Inspectorate were taking out goods from the railway precincts which was opposed by the Railway Protection Force, and there was a pitched battle between them. This is going on and the all the small engineering factories of Howrah are run by the smuggling of railway goods. So many lorries have been seized by the Police on the G.T. Road when the railway goods have been so taken away by these smugglers. Naturally, more care should be taken to check these corrupt things.

Then, I would like to mention about the D.S.T. staff—the District Signalling and Telecommunication Engineering staff. This office was in Garden Reach ever since 1936. After the strike, they were informed that this office would be transferred to Madhya Pradesh. When there was a row, it was changed and they were given the assurance that the office would not be shifted. But, again, hardly a month has passed, the office has been shifted to Chakradharpur. Some of those employees who were given an assurance by the previous officers that their services in any case shall not be transferred from Garden Reach to Chakradharpur have all of a sudden been transferred to that place. I would like the hon. Minister to consider the cases of these persons

Then, I would like to refer to the case of railway employees. There has been much discussion on the necessity for high operational efficiency and many hon. Members have suggested co-ordination between the different Ministries in the matter of wagons and other things. But one point that has been overlooked is that real operational efficiency depends upon the employees who keep the whole thing moving.

The hon. Minister in reply to the general discussion has assured us hat there would be no victimisation and that the cases of those 500 employees whose cases are still pending and who are still out of service will be considered favourably. Still, yesterday I have received a telegram that one of the Secretaries at Garden Reach has been victimised. Though that assurance has given by the Railway Minister, still there is victimisation

[Shri Aurobindo Ghosal]

going on there in the Railways. Therefore, I would request the hon. Minister to see that further victimisation does not take place.

Next, there is the question of the Light Railways. It had been stated by the hon. Minister that as the agreement exists between the District Board and the Light Railway it is not possible for them to nationalise the Railway. If that is so, I would ask, 'Is it the policy of Government to nationalise Railways or not?'. I would like the hon. Minister to consider this point.

There is the Howrah-Amta Light Railway which is run by Martin & Co. If you do not want to take the responsibility of nationalising this Railway, then you should allow them to extend their services. The people of those areas have been demanding a line from Santragachi to Bistupur via Arambagh for the last 10 years. Government is refusing to accept that demand. Naturally, if you do not accept the responsibility of taking a new line, why do you not allow this Light Railway to do it—if they want to extend the line to those places via Munshirbat Penro.

We are being told that Government does not want that these Light Railways should exist and that they are not going to extend these operations. If they are not in a position to take these new lines to these places then let them give permission to the Light Railway to extend their railway line to those places where government is not willing to take new lines.

Lastly, I would refer to the case of the retired railway personnel, personnel who have already retired and who are entitled to get benefits with retrospective effect as their claims have already been admitted as just by the Railway Board. I would request the hon. Minister to consider these cases.

Finally, I would congratulate the hon. Minister that he has been able to keep himself away from the contamination of the hon. Finance Minister who has imposed taxes on whatever is fomed in heaven and on earth in order to make our life a hell.

Dr. M. S. Aney (Nagpur): Sir, I would like to make only a few observations. The Railway success has to be judged, in my opinion, not so much by the amount of contribution it makes to the General Revenues as by the amount of facilities it gives for growing traffic in men and goods. Though the Railways are a commercial concern, the matter of concern is not only the profit it makes but the convenience of the entire Indian public who are also interested in it as taxpayers. So, there is a good deal of importance attaching to that aspect.

The other aspect of the Railways is that it is a source of developing the country. As a public utility concern also it is equally important. And, from that point of view, the scope which the Railways have been able to give to the trade and traffic in men and goods is also a matter which has to be counted as one of the criteria to judge the real success of the Railways.

Many of the hon. Members who have preceded me today and other days also in the general debate have pointed out the shortage of wagons everywhere. I also want to bring that point to your particular notice. In fact, the hon. Railway Minister, in his speech, also admitted that they are making great efforts to cope with the increasing traffic and yet they have not been able to give sufficient numbers of wagons to the trade which is growing now.

I have brought to the notice of the Railway Ministry the complaint about the shortage of wagons at particular stations, Nagpur and Itwari, on the complaint made by the timber merchants of those places. A question

was also tabled by me. Unfortunately, the question could not be accepted as a Starred Question because for the date on which I wanted the answer the whole list was full and so it was treated as an Unstarred Question. The reply that was given to me only stated that every effort is being made to step up loading to the maximum extent possible within the availability of wagons. It is not a bad reply; it is hopeful. I have nothing to say about the language of the reply. But that does not solve the difficulty of those who have complained.

I would draw attention particularly to the fact that the timber merchants have been complaining about the shortage of wagons at Itwari and Nagpur stations for the last 3 months. The total wagons required on 8th January, 1961 were 63. Further additions to the requirement for the period 9th January 1961 to 27th February, 1961 was 39. The total requirement was, therefore, 102. As against this, the number of wagons supplied prior to 31st December, 1960 is only 25. So, I am told that there is a great shortage of wagons. Wagons are yet to be allotted although indents for them is accepted in January. So, after making necessary additions and sub-tractions, the total number of wagons required against which indents are not being accepted is 66. This complaint has been there for nearly some months together. You can imagine what amount of loss it would mean to the timber merchants to allow their stock to lie there without being allowed to be sent to the proper destinations in proper time.

The Railways may have their own difficulties. But I want to say that the Railways must see to it that they invite traffic. If that is not done there are others who are doing it—and they are our brethern too. But we will be losing a good deal of profit which ought to be earned by the Railways because. I attach great importance to the Railways particularly for carrying heavy goods. If that capacity of the Railways is not improving there would be much cause for complaint by the people. I hope that this will be duly noticed by the Railway Department and something will be done to look into the grievances of the timber merchants. The association had been sending representation after representation to the Chief Operating Superintendent, Central Railway and copies of these are being duly supplied to the hon. Railway Minister.

Now, I want to bring to the notice of the Railway authorities the point which I have been thinking for many years. When I was here in the old Legislative Assembly, we tried to make some improvement of railway communications in Vidarbha and the Maharashtra part adjacent to Vidarbha. Among the improvements which we succeeded in making was the construction of a narrow-gauge line from Darwha to Pusad. Now, later on, when the first War came, this line was among those that were to be dismantled when this matter was brought to the notice of the authorities they said that they would not dismantled this line and if at all it had to be dismantled, it would be done after certain further facts were ascertained. But the line was removed without the notice of the railway authorities. These things will be found in the old records if the hon. Minister goes through them. I have got the old correspondence with me. But then a specific promise was given that when dismantled lines were taken up for restoration, this would be one of the first. After that fortunately circumstances changed and the War was over and new lines were taken up for construction. I was not here then but was lying ill at Poona. I sent telegrams to our hon. friend, Shri Lal Bahadur Shastri, who was for some time in charge of the Railways, about this line. Till lately the matter was under consideration and I have been recently told that the matter had been abandoned altogether. I put a specific

[Dr. M. S. Aney]

question but that could not come up and so it was treated as an unstarred question and I found that the answer was that it was an unremunerative line. I want to ask this question. Are they relying upon some old records made by the old railway agent? Have they really made any new enquiries? I am in a position to prove that it is not only not unremunerative but it is more remunerative than many other lines sanctioned. They should not take it up as a matter which has been finally decided but should keep it under consideration till they find out the facts.

There is one more point. At that time among the lines that were sanctioned was the Khandwa-Hingoli line also. The survey was made and this line had come up but the line from Narkhed to Amravati was not taken up as the retrenchment policy came in and we find that the matter has been abandoned. Efforts should be made to look into the old records and they should find out whether it is not worthwhile to take up that line. The district through which it has to pass —Amravati—is one of the most fertile districts of Vidarbha. So, it will be a payng proposition.

There is one more suggestion and I shall conclude. Thousands of pilgrims go every year to Badri Narain and Kedar Nath. If there be hili stations, Government does not mind spending money for construction lines to those places and connecting them by railways.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Their sanctity will be lost.

Dr. M. S. Aney: There are many people who thing that it is worthwhile going there and if they reach there, the sanctity, if lost will be restored. These are religious places, just like tourist places. They should be made attractive and accessible to people. Every Hindu believes that it is as meritorious to help a pilgrim to a holy shrine as to make the pilgrimage himself. If sins are made in laying the line, the sins will be washed away by a dip in the Ganges there. These are the principal matters. About other matters, I shall correspond with the Railway department.

Shri Nanjappan (Nilgiris): Sir, I was pleased to note that the Railwary Minister announced on the floor of this House more than once that the railway line on the west coast which is needed will be laid. Sir, the west coast which is needed will be laid. Sir, the west coast is well-connected by sea, air and also by road. The national highways are laying a road on the west coast and the Railway Minister was very right in saying that there should be a railway line on the west coast. In fact, there is a metre gauge railway extending from Punjab in the north to Kerala in the south. Recently, by laying the line between Hingoli and Khandwa, the metre gauge was connected from north to south and a link between north and south established. But there is yet a break of metre gauge in the south. That line has to be laid. Long ago, this line was recommended by both the Mysore and the Madras Governments. But it was not taken into consideration and so that matter was lying idle. For various reasons, this line is important, and so, both the Governments recommended that this line should be taken up. Yet, nothing was done, though the Railway Minister promised that a west coast railway line would be soon laid. This break is between Chamarajanagar in Mysore State and Coimbatore in Madras State. It is a distance of about 80 miles. If this line is laid, I think a direct railway line could be obtained from Trivandrum in the south to Punjab in the north, through a metre gauge along the west coast.

It was mentioned that roads run parallel to railways in Madras State. It is not a special feature of Madras

State. Roads run parallel to railway lines in other States also. For instance, there is a road from Delhi to Agra and it also runs parallel to the railway line, and the railways also are putting up a number of overbridges so that the traffic on the roads may not be unnecessarily hindered. In fact, the railway lines were laid parallel to the roads everywhere. So, to say that roads are parallel to railway lines only in certain parts of the country is not correct. Such a feature does not hinder the railways in anyway from carrying goods. That was admitted by the Railway Minister himself in his reply to the debate on the railway budget. There will be no competition between the railways and the roads.

Again, mention was made about the losses in the Southern Railway. That is not a special feature of the Southern Railway only. After all, the route mileage covered by the Southern Railway in the Madras State is only one-sixth of its total route mileage under its jurisdiction.

The next point that I would like to mention is about the third class travel. The Railway Minister announced in this House as well as in the other House that there would be no relief from overcrowding in third class coaches. That may be so, but by saying so, he also means that he is not in a position to ask the railways to carry all the passengers who want to travel third class. That is not my point. My specific point is about the real overcrowding in a third class coach. What do the railways do to prevent this overcrowding? How does this overcrowding come about? They issue more tickets than the accommodation warrants. They put up in bold letters, "To seat 45" or whatever be the number. But they issue as many tickets as are demanded and so the overcrowding is there. The railways complain about ticketless travel, but by issuing more tickets than the seats warrant, they voluntarily encourage the ticketless travel. So, by limiting the number of tickets to be issued, as they do in the case of upper classes, they could prevent overcrowding in third class coaches, and thus avoid the present inhuman conditions of travel in third class compartments especially in the case of passengers travelling long distances.

There is also a question of principle or legality in regard to this matter. That is, a bus cannot take more than the prescribed number of passengers. The driver cannot take even one passenger extra, whereas the railways allow as many passengers as are offering themselves for travel, even though the railways have mentioned that there is accommodation for such and such number of passengers only. They must give consideration to this aspect and see that only the prescribed number of passengers, especially in the case of long distance passengers, should travel, and not more.

The next point I would like to mention is about the seat. While the Railway Minister was pleased to take Her Majesty the Queen to the Integral Coach Factory at Madras, the Queen remarked that the third class seats would be very hard for the passengers to sit. We can imagine the people travelling hundreds of miles in these coaches, sitting on such hard seats. The railways have provided many amenities to third class passengers, and so why not they provide softer seats in third class coaches? Even if such an amenity costs a little more, I think the fare can be increased, and the long distance traveller will be quite willing to pay more.

The Railway Minister was saying that he would be abolishing the second class. I mention this, because by abolishing the second class, more accommodation will be available to the third class passengers even without soft seats.

[SHRI JAGANATHA RAO *in the Chair*]

Apart from that, if a softer seat is provided and if a limited number of

[Shri Nanjappan]

people alone are allowed in the third class, the second class can be totally aboished in the interests of third class passengers.

One more point which I would like to make is regarding the air-conditioned coaches. Air-conditioned coaches are attached even to the trains which run only short distances. For instance, to trains running from Bangalore to Madras or from Madras to Coimbatore, air-conditioned coaches are attached. After all, the distance is very short and the nights on these routes are fairly cool, and there is no need for air-conditioned coaches in these trains. Why I am mentioning this is because I am told that these air-conditioned coaches are so heavy that in their place two third class coaches can be added. If that is so, why should there be these air-conditioned coaches in short distance trains? By attaching air-conditioned coaches to these trains, not only is the third class traveller affected but even the first class traveller is affected on those days when the air-conditioned coaches are put in. The number of seats are less in these coaches and the passenger suffers. Not only that: reservation at intermediate stations is also not permissible, and to that extent also, the passenger suffers.

The next point I would touch upon is catering. Here again, the Railway Minister was very much pleased to say that the food supplied by the railway department is very good and that departmental catering is going to be resorted to more and more. I am glad about it. But the quality of food, especially the South Indian vegetarian food, is very poor. The rice water is thrown out; so also, the water in which the vegetables are boiled is also thrown out. So, the nutrition is lost. Mere plantain curry or some cheap tubers are supplied. Formerly they used to give *dal* separately, but that is not to be seen nowadays. What we get to gulp some rice with is some tamarind solution called *sambar* or *rasam*. Ghee is very little and the butter milk or curd is not good. So, my submission is that the South Indian vergetarian food that is supplied should have some calorie value and it should be a balanced diet. The railways should see that they supply a balanced diet which has some calorie in it and also some nutrition.

14 hrs.

Regarding the sanitation aspect of the way in which the food is supplied, it is not done in a sanitary way at all. There must be some principle in doing these things. As a traveller, I can say that the plates are being carried by one man. Formerly there used to be two plates, but now all the plates are heaped up one above the other without any covering. What actually happens is the bottom of the upper plate touches the food in the plate below and it is all exposed. They bring it in that way. This sort of catering is not at all good and it cannot be said to be sanitary. So many times one can find foreign matters also in the food.

My suggestion is, just as they have trained men for so many purposes, for catering and cooking also, people should be taken and given training. If that is done, better food can be supplied and better sanitation can be maintained. Not only the food supplied is not in a sanitary condition, but the station yards also are in a bad condition. If you see Howrah station, for example, it is in such an unsanitary condition. Sanitation must be improved and I hope the railway authorities will apply their mind to it.

श्री आसर (रत्नागिरि) : सभापति महोदय, रेलवे की की डिमाण्ड्स पर जो बहस हो रही है, उसमें बोलने का जो आपने मुझे अवसर प्रदान किया है, उसके लिए मैं आपको धन्यवाद देता हूं । मैंने इन डिमाण्ड्स पर कुछ कटोती प्रस्ताव पेश किये हैं और उनमे से कुछ पर मैं बोलना चाहता हूं ।

सबसे पहले मुझे बम्बई की सुबर्बन लोकल रेलवे के बारे में कहना है। बम्बई की आबादी दिन-प्रति-दिन बढ़ती जा रही है। हाल ही में जो सेंसस हुआ उसके फलस्वरूप आपको पता चल जाएगा कि वहां की आबादी ५४ लाख तक जा पहुंची है और जो रेल व्यवस्था है, वह इन सभी लोगों की जरूरतों को पूरा करने में सर्वथा असमर्थ सिद्ध हो रही है। इसका परिणाम यह होता है कि जो लोकल ट्रेंस हैं, वे हमेशा ही लेट हो जाया करती हैं.....

रेलवे उपमंत्री (श्री शाहनेवाज खां) : आबादी को रोकना चाहिये।

श्री आसर : आबादी जब रुकेगी तब रुकेगी लेकिन जो बढ़ चुकी है उसके लिए तो आपको कुछ न कुछ प्रबन्ध करना ही होगा।

मैं कह रहा था कि लोकल ट्रेन्स जो हैं वे हमेशा ही लेट हो जाती हैं और दो दो या चार चार मिनट नहीं आध आध घंटे लेट पहुंचती हैं। इस का परिणाम यह होता है कि जो कर्मचारी हैं वे आफिस लेट पहुंचते हैं और उन को अनिच्छापूर्वक आधे दिन की छुट्टी लेनी पड़ जाती है। इस बढ़ती हुई आबादी को देखते हुए और साथ ही साथ जो इंडस्ट्री वहां बढ़ रही है उस को देखते हुए वहां की रेल-व्यवस्था में कुछ सुधार करना आवश्यक हो गया है। इस के लिये कुछ विशेष व्यवस्था की जानी चाहिये ताकि स्थिति में सुधार हो। मैं आप को अपने अनुभव से बतलाता हूं कि १ मार्च को मैं पूना जा रहा था और बम्बई से जो डेक्कन एक्सप्रेस छूटती है उस में मैं बैठा हुआ था। वह गाड़ी मस्जिदबंदर आ कर एक घंटा तक रुकी रही। जब हम ने पूछा कि गाड़ी क्यों रुक गई है तो हमें जवाब दिया गया कि सिगनल नहीं हुआ है। जब हम ने पूछा कि सिगनल क्यों नहीं हुआ है तो जवाब मिला कि ट्रफिक बहुत बढ़ गया है इस वास्ते अकसर गाड़ियां लेट हो जाती हैं। हर दूसरे तीसरे दिन यह चीज होती रहती है। वहां पर ट्रेंस को आध घंटा, घंटा रुकना पड़ता है। इस के बारे में आप को आवश्यक उपाय करने होंगे। वहां के यात्रियों को आवश्यक सुविधायें आप को पहुंचानी होंगी। चूंकि आबादी बढ़ रही है और साथ ही साथ इंडस्ट्रीज भी वहां नई नई चालू हो रही हैं, उन की आवश्यकताओं की पूर्ति करना आप का कर्तव्य है। वहां जो स्टेशन हैं वे भी पुराने हो गये हैं और वे मुसाफिरों की जरूरतों को पूरा नहीं कर सकते हैं। जब आप स्टेशनों में सुधार कर रहे हैं तो आप का उधर भी ध्यान जाना चाहिये। वहां पर जो छोटे छोटे स्टेशन हैं वे वैसे के वैसे ही हैं। उन को बदलना आवश्यक है और जहां पर इस समय स्टेशन नहीं है और वहां पर स्टेशन की आवश्यकता है, वहां आप को नया स्टेशन बनाना होगा।

अब मैं ओवर-ब्रिजिज के बारे में कुछ कहना चाहता हूं। पारले, अंधेरी और मालाड स्टेशनों पर ओवर-ब्रिजिज का होना बहुत आवश्यक है। इन की व्यवस्था न होने के कारण ट्रेफिक आध आध और पौन पौन घंटे तक रुका रहता है। मैं आशा करता हूं कि इस ओर आप ध्यान देंगे और वहां पर ओवर ब्रिजिज की व्यवस्था कर देंगे। बम्बई के जो सुबर्बन एरियाज हैं, वहां पर जहां जहां भी ओवर ब्रिजिज की आवश्यकता हो, ये बनाये जाने चाहियें ताकि ट्रफिक न रुकने पाये।

पूना और लोनावला के लोगों की एक मांग है जिस की तरफ मैं आप का ध्यान दिलाना चाहता हूं। पूना एक बहुत बड़ा इंडस्ट्रियल टाउन है और लोनावला तक बड़ी बड़ी इंडस्ट्रीज खड़ी हो रही हैं। वहां पर आर्डिनेंस फैक्ट्री और मिलिट्री डिपो है। वहां की जनता की मांग है कि लोनावला पूना सैक्शन को भी बम्बई सुबर्बन सक्शन के समान ही सुबर्बन सैक्शन माना जाय। इस का अर्थ यह होगा कि जो किराया बम्बई

[श्री आसर]

सुबर्बन एरियाज में लिये जाते हैं, वही किराये पूना से लोनावला तक लिये जायें । यहां भी यह लोकल ट्रेन है । जिस तरह से यहां की आबादी बढ़ रही है, उस को देखते हुए उन की इस मांग को स्वीकार करना आप के लिये मुश्किल नहीं होना चाहिये । मैं चाहता हूं कि इस ओर विशेष रूप से ध्यान दिया जाय जब आप बम्बई में कम किराया लेते हैं और वहां के लोगों को विशेष सहूलियतें देते हैं, तो कोई वजह नहीं है कि वही सहूलियतें आप पूना वालों को न दें । वहां पर नई नई इंडस्ट्रीज शुरू हो रही हैं और आबादी भी बढ़ती जा रही है, इस दृष्टि से उन की इस मांग पर सहानुभूति से विचार करना आवश्यक है ।

अब मुझे पूना-मिराज-कोलहापुर लाइन के बारे में कुछ कहना है । वहां की मीटर गेज लाइन को बदलाने का हम प्रयत्न कर रहे हैं लेकिन अभी तक कुछ नहीं किया गया है । मंत्री महोदय भी हर साल जब बजट आता है तो इस को ब्राड गेज में बदलने का संकेत करते है । तीन चार वर्ष से एसा ही होता आ रहा है । लेकिन अभी तक कुछ नहीं किया गया है । प्रथम योजना समाप्त हो गई, द्वितीय समाप्त हो गई है, लेकिन इस बारे में कोई ठोस कदम नहीं उठाया गया है । आज भी हम देखते है कि सर्वे के लिये कुछ रकम रखी गई है लेकिन उससे सन्तोष होने वाला नहीं है । हर साल यह चीज आती है लेकिन कुछ प्रगति होती हो, एसा दिखाई नहीं देता है । मैं चाहता हूं कि मंत्री महोदय इस के बारे में कुछ ठोस कदम उठाय ताकि लोगों को सन्तोष हो सके । कोलहापुर एक इंडस्ट्रियस एरिया है, जहां पर बड़ी बड़ी इंडस्ट्रीज हैं, शुगर फैक्ट्रीज है, सूती कपड़े की मिलें हैं । सांगली, माधवनगर, कराड़, नीरा, सतारा ये सभी क्षेत्र ऐसे हैं जोकि तिजारत के सैंटर हैं, इंडस्ट्रियस एरियाज हैं, और यहां से माल परिवहन की उचित व्यवस्था न होने के कारण बहुत असुविधा होती है । यात्रियों को लाने ले जाने की अच्छी व्यवस्था न होने के कारण भी काफी असन्तोष वहां पाया जाता है । इन दोनों दृष्टियों से यह आवश्यक है कि इस मीटर गेज को ब्राड-गेज में बदल दिया जाय । मैं आशा करता हूं कि शीघ्र ही इस ओर ध्यान दिया जायगा ।

अब मैं नई लाइनों के बारे में कुछ कहना चाहता हूं । इस के मामले में महाराष्ट्र के साथ बड़ा अन्याय किया गया है, एसा मैं मानता हूं । महाराष्ट्र सरकार ने नई लाइनों के बारे में जो सूची रेलवे मंत्रालय को भेजी है, उस में से केवल एक रेलवे लाइन की स्वीकृति हमारी सरकार ने दी है । बजट स्पीच में माननीय मंत्री जी ने दीवा-पानवेल का ही जिक्र किया है और वहां ही एक नई लाइन की बात कही है । चूंकि महाराष्ट्र की आबादी दिनोंदिन बढ़ती जा रही है और वहां पर इंडस्ट्रीज भी बढ़ती जा रही हैं, इस वास्ते जो भी सूची महाराष्ट्र सरकार ने आप के पास भेजी है, उस की ओर ध्यान दिया जाना बहुत आवश्यक है । अभी तक ऐसा नहीं किया गया है । हमारे मंत्री जी ने कहा है कि पिछड़े हुए इलाकों को आगे बढ़ाया जाना चाहिये । माननीय मंत्री जी समझते हैं कि इस दीवा-पनवेल लाइन से कोंकन का विकास हो सकेगा । लेकिन माननीय मंत्री जी को पता नहीं है कि पनवेल नक्शे में कहां है । पनवेल बम्बई का एक सुबर्बन एरिया माना जाता है । पनवेल में रेल होने से कोंकन का विकास नहीं होगा । कोंकन का विकास होना आवश्यक है और इस दृष्टि से पनवेल से रेल को चिपलून तक बढ़ाना आवश्यक है । यह केवल ६०–७० मील का एक टुकड़ा है । यहां पर रेल का होना अत्यधिक आवश्यक है । जब आप ने पनवेल से लाइन बिछाने का निर्णय किया है तो आप उस से आगे बढ़िये और इस को चिपलून तक बढ़ाइये । चिपलून के पास ही कोयना प्रोजेक्ट है जहां से बिजली मिलने वाली है, वहां एक खाद

का कारखाना खुलने वाला है, पेपर फैक्ट्री होने वाली है, और छोटी मोटी इंडस्ट्रीज होने वाली हैं, इस दृष्टि से वहां पर रेलवे का जाना आवश्यक है । मैं चाहता हूं कि रेलवे मंत्रालय की तरफ से पनवेलचिपलून लाइन के लिये आश्वासन दिया जाय ।

दूसरी बात मैं रिटायर्ड रेलवे कर्मचारियों के बारे में कहना चाहता हूं । उन्होंने रेलवे मंत्रालय को अपना रिप्रेजेन्टेशन दिया था । लेकिन उन की बात नहीं सुनी गई । मुझको ऐसा लगता है कि उन की बात पर सहानुभूति से विचार किया जाना चाहिये क्योंकि आज रिटायर्ड रेलवे कर्मचारियों की हालत बहुत खराब है। सन् १९४७ की जो पहली पे कमिशन की रिपोर्ट थी उस में उन की पेंशन के बारे में जो कुछ दिया गया था उस पर विचार नहीं किया गया । सन् १९५७ के बाद पेंशन देने पर विचार किया गया, लेकिन उन को पता नहीं था । जब सन् १९४७ में पे कमिशन ने इस बारे में सिफारिश की तो सन् १९४७ से पेंशन की यह योजना क्यों नहीं चालू की गई । चूंकि बाद में की गई इसलिये यह प्रयत्न किया जाना चाहिये कि रिटायर्ड रेलवे कर्मचारियों को भी उस का मुनाफा मिले ।

स्पीड के बारे में एक या दो बातें बतलानी आवश्यक हैं । यहां पर अक्सर स्पीड की चर्चा होती है । हमारे यहां डेक्कन क्वीन है यह पहले पूना से बम्बई ढाई घटों में जाया करती थी लेकिन अब उस को साढ़े तीन या पौने चार घटे लग जाते हैं । फ्रंटियर मेल को जो पहले साढ़े २२ घटे लगा करते थे अब उस में २५ घटे लगते हैं । आखिर, हम पीछे की ओर क्यों जा रहे हैं ? जबकि नया जमाना आ रहा है तो हमारी रेलों की जो स्पीड पहले थी उस में और कमी हो रही है, यह ठीक नहीं है । इसलिये जो हमारी मेल ट्रेनें या एक्सप्रेस ट्रेनें हैं उन की स्पीड को बढ़ाने का प्रयत्न किया जाय ।

ऐक्सिडेंट्स के बारे में भी मैं कहना चाहता हूं । विशेषकर जो ऐक्सीडेंट पिछले चार छः दिन में हुआ उस की चर्चा मैं करना चाहता हूं । उस के पहले जो ऐक्सिडेंट हुआ वह तो चलती गाड़ी में हुआ था, उस की बात तो छोड़िये, बम्बई हावड़ा एक्सप्रेस खड़ी थी, नागपुर स्टेशन पर उस पर दूसरी ट्रेन आ कर टकरा गई । उस में ६३ पैसेन्जर घायल हुए । वैसे ही स्थिति जो एक्सिडेंट परसों हुआ उस में हुई । रेलवे स्टेशन पर गाड़ी खड़ी थी, दूसरी गाड़ी ने आ कर उस में टक्कर दी । उस में १२ आदमी मर गये और कुछ घायल हो गये । आखिर इस तरह के ऐक्सिडेंट्स की क्या वजह है ? क्या वहां पर कोई पोटंर नहीं होना जोकि गाड़ी के खड़े होने का साइन बतला सके ? खड़ी गाड़ियों के साथ एक्सिडेंट्स होना बड़ी खतरनाक बात है, इसलिये इस तरफ ध्यान दिया जाय ।

यहां पर रेलवे केटरिंग के बारे में कुछ कहा गया । हमारे एक भाई ने कहा कि फूड बहुत खराब मिलता है, फिर भी रेलवे केटरिंग सब जगह चलाई जाय । जो लोग कुछ सुखी हैं उन को भी दुखी करना चाहते हैं । मेरा स्पष्ट रूप से कहना है कि जब प्राइवेट केटरिंग चलती थी तो लोगों को अच्छी तरह से खाना मिलता था और सब कुछ ठीक था । अब हम ने कुछ जगहों पर रेलवे के हाथों में उसे दे दिया है । डिपार्टमेंटल केटरिंग होने के बाद अनाज जो मिलता है वह बहुत खराब मिलता है और दाम ज्यादा देना पड़ता है । इस स्थिति को देखते हुए हमारा केटरिंग डिपार्टमेंट जो बैठा हुआ है उस सिस्टम को बदलना चाहिये । उस में करप्शन बहुत है, बिना करप्शन के इस तरह की बातें नहीं हो सकती हैं । पहले प्राईवेट को उस से मुनाफा मिलता था और अच्छा अनाज भी लोगों को मिलता था । लेकिन आज इस में घाटा हो रहा है । मैं रेलवे मंत्रालय से प्रार्थना करूंगा कि इस के बारे में पूरी छान बीन

[श्री आसर]

की जाय और अगर हम इस काम को ठीक से नहीं कर सकते तो इस को छोड़ दिया जाय और जो प्राइवेट केटरिंग करने वाले है उन के हाथ में इसे दे दिया जाय ।

आखिर में मैं रेलवे डिपार्टमेंट की चोरियों के बारे में कहना चाहता हूं । इन चोरियों में कोई कमी नहीं हुई है । हम ने स्पेशल रेलवे रिजर्व पुलिस रख दिया, और इस के पर चखर्च भी किया, लेकिन आज तक इस के बारे में कोई कमी नहीं हुई । मैं ने पिछले साल प्रश्न पूछे थे । दीवा एक स्टेशन है जोकि चोरियों का अड्डा है । वहां रात और दिन का कोई सवाल नहीं है, बराबर रात दिन रेलवे का माल चोरी जाता है । पता नहीं लगता कि रेलवे डिपार्टमेंट और रिजर्व पुलिस सो गया है या क्या हुआ है । लेकिन यह जरूर है कि इस को कोई रोक नहीं सका है । मैं तो समझता हूं कि इस में हमारे अफसर शामिल हैं, और यही कारण है कि पूना और कल्याण स्टेशन यार्ड चोरियों के अड्डे बन गये हैं । इस चीज को रोकने का प्रयत्न किया जाना चाहिये ।

श्री रा० स० तिवारी (खजुराहो) : सभापति महोदय, अभी दो तीन दिन से रेलवे की बहस चल रही है । इस में अधिकतर यह कहा गया है कि रेलवे के काम में बड़ी शिथिलता है । इस के बारे में मैं यह बतला देना चाहता हूं कि रेलवे ने दूसरी योजना में जिस तरह से काम किया है वह सराहनीय है । इस योजना में रेलवे ने सब से बड़ा काम यह किया है कि जो भीड़ भाड़ चलती थी उस को कंट्रोल करने के लिये २३ परसेन्ट गाड़ियां और चलाईं । इसलिये आज भी भीड़ तो होती है, लेकिन उतनी नहीं है जितनी पहले होती थी । दूसरा काम जो रेलवे ने किया है वह यह है कि पहले क्लास, दूसरे क्लास और तीसरे क्लास के कर्मचारियों के अर्जित अवकाश के समय को, १ अप्रैल, सन् १९५७ को जो आर्डर जारी हुआ था उस के अनुसार एक लेवेल पर ला दिया है । दोनों ही के लिये अब एक सा समय कर दिया गया है । तीसरी बात जो रेलवे विभाग ने किया है वह यह है कि १६ नवम्बर, १९५७ को यह तय किया कि रेलवे के सभी कर्मचारियों को अब पेंशन मिला करेगी । यह एक बहुत बड़ा काम किया गया है । चौथा सब से बड़ा काम उन का यह है कि अगस्त, १९५९ में वेतन कमिशन ने जो रिपोर्ट दी थी उस में जो कुछ कहा गया था उस को करीब करीब रेलवे विभाग ने मान लिया है, जिस में १३ करोड़ रु० सालाना से ज्यादा का खर्च आयेगा । यह काम थोड़े नहीं हैं । क्रिटिसिज्म करना आसान है परन्तु वास्तविकता को देखना चाहिये । हां यह जरूर है कि जितना काम होना चाहिये था उतना नहीं हो सका है हालांकि वह काम होना आवश्यक था ।

सब से पहली बात तो यह मैं निवेदन करूंगा कि आज जो हमारी रेलवे में आमदनी बढ़ती नहीं दिखाई देती । उस का एक कारण यह है कि आजाद हिन्दुस्तान धीरे धीरे उठ रहा है जिस की वजह से सेवायें बढ़ती जा रही हैं, लेकिन उस बढ़े हुए खर्च का मुकाबला करने के लिये रेलवे की आमदनी बढ़ाई जानी चाहिये जोकि नहीं बढ़ रही है । हमारी बसेज का जो काम चल रहा है यह भविष्य में रेलवे के लिये एक खतरा साबित होगा । इसलिये उस की सीमा नियत की जानी चाहिये । सब से बड़ी जो शिकायत हम को आप से है वह यह कि बहुत सी रियासतों को मिला कर आप ने बड़े बड़े प्रदेश बनाये हैं, जैसे कि मध्य प्रदेश है । एक मध्य प्रदेश में ही ४०, ५० या ६० रियासतें मिलाई गई हैं, जोकि छोटी छोटी रियासतें थीं । उन रियासतों में रेल तब भी नहीं थी और अब भी जब हमारे मंत्री महोदय रेलों की प्लैनिंग करते हैं तो उन का ध्यान इस की तरफ नहीं जाता कि पिछड़े हुए इलाके हैं, जैसेकि

बुंदेलखंड, उन को लिया जाय। आप बुंदेलखंड में कहीं पर रेल नहीं पायेंगे ६०, ७० मील इधर उधर। अब से बड़ी बात जो मैं आप के सामने रखना चाहता हूं वह है यह कि सीधी जिला में सिंगरौली एक तहसील है, जहां पर ६०० वर्ग मील में कोयले के लिये सर्वेक्षण किया गया। वहां पर बहुत ज्यादा कोयला है, लेकिन रेलों का कोई प्रबन्ध नहीं है, जबकि गुजरात के बारे में यह खबर है कि वहां कल कारखाने बन्द होने वाले हैं क्योंकि कोयला नहीं पहुंचता है। इस लिये मेरा निवेदन है कि सिंगरौली से रीवां तक सीधी रेल लाइन बनाई जाय जोकि रीवां, सतना, पन्ना, छतरपुर, टीकमगढ़, ललितपुर होती हुई सीधे गुजरात तक पहुंच सकती है। इस से आप को कोई ३०० मील लम्बी रेल लाइन निकालनी पड़ेगी जबकि आज ५०० मील चल कर गुजरात में पहुंचना पड़ता है। इस तरह से बीना और गुना को भी एक रेल लाइन मिल जायेगी। इसलिये मैं चाहता हूं कि यह रेल लाइन बनाई जाय क्योंकि इस से बुंदेलखंड की शिकायत भी दूर हो जाती है और सिंगरौली से एक सीधी लाइन भी मिल जायेगी जहां पर इतना कोयला है कि अगर आप १५ या २० साल भी लें तो भी खत्म नहीं होगी।

मेरा दूसरा निवेदन यह है कि बहुत से जिले रेलवे से कनेक्टेड नहीं हैं। उन के बारे में मेरा निवेदन है कि वहां पर कम से कम आउट एजेंसी ही बना दी जाय जिस से कि माल के आने जाने में सहूलियत हो जाय।

बहुत से माल पर रेलवे को नुकसान पूरा करना पड़ता है। लेकिन जो नुकसान करने के लिये जिम्मेवार होता है उस को नहीं पकड़ा जाता। अगर ऐसा किया जाय तो मैं समझता हूं कि नुकसान बहुत कम होने लगे लेकिन ऐसा नहीं होता।

जहां तक माल की ढुलाई का सम्बन्ध है बहुत सी चीजें तो सीधी ट्रकों से चली जाती हैं, आप के लिये बचता ही क्या है, रेलवे से सड़ने गलने वाली चीजें, जैसे फल, साग भाजी और तम्बाकू आदि भेजी जाती हैं जिन का किराया कम है और जो जगह ज्यादा लेती हैं। यही चीजें आप को मिलती हैं। उस में भी दिल्ली के फल वालों को शिकायत है कि नागपुर से जो संतरे आते हैं उन को आने में सात दिन लग जाते हैं। यह सड़ने वाली चीज है और इतने समय में खराब हो जाती है। इस के लिये अधिक सुविधा मिलनी चाहिये।

मेरे यहां हिंदुस्थान में पान सबसे ज्यादा होता है। हरपालपुर और महोबा से पान लदता है, लेकिन जिस दिन वह आता है उस दिन नहीं लादा जाता, दूसरे दिन लादा जाता है। कभी कभी तो वह दोपहर में धूप में पड़ा रहता है। और यहां आने पर सड़ जाता है और फेकना पड़ता है। लोगों ने अब रेलवे के बजाय सीधे ट्रक से पान लाना शुरू कर दिया है और वह उसी दिन यहां पहुंच जाता है। यदि इन छोटी छोटी चीजों की ओर ध्यान न दिया गया तो रेलवे का माल का ट्रेफिक खत्म हो जायगा।

आप ने जो केटरिंग में भोजन की व्यवस्था की है वह संतोषजनक नहीं है। मेरे साथी अभी उस की शिकायत कर रहे थे कि वह सन्तोषजनक नहीं और उस को प्राइवेट कर दिया जाय। जब यह व्यवस्था प्राइवट हाथों में थी तो शिकायत की जाती थी और कहा जाता था कि सरकार इस को अपने हाथ में ले ले। लेकिन इतना तो जरूरी है कि कुछ तौल निश्चित कर दी जाये। अभी जो चार चपातियां देते हैं व तौल में एक छटांक भी नहीं होती हैं। तो कुछ तौल रखें पाव भर में या आधा पाव में चार चपातियां बनायी जाय। कुछ लिमिट रखनी चाहिये।

श्री आहलूवालिया : लिमिट है।

श्री रा० ल० पांडेय : लेकिन उस पर अमल नहीं होता। इस पर भी ध्यान

[श्री रा० स० तिवारी]

देना चाहिये । मैं चाहता हूं कि मेम्बर पार्लियामेंट भी इस चीज को देखें और इस की शिकायत मंत्री महोदय से करें ।

झांसी से मानकपुर जो लाइन जाती है उस में कोई तेज चलने वाली गाड़ी नहीं है । सब धीमी चलन वाली गाड़ियां हैं । और फिर उन में लदान भी होता है । इस के हर स्टेशन पर व लेट हो जाती हैं । एक बार मैं ने प्रार्थना की थी और आर्डर हुआ था कि इस लाइन पर एक एक्सप्रेस गाड़ी चलायी जायगी, लेकिन फिर कहा गया कि उस लाइन के पुल कमजोर हैं, इसलिय भारी इंजन उन पर नहीं चल सकते हैं मेरा निवेदन है कि अगर पुल कमजोर हैं तो उन को जल्दी से जल्दी ठीक कराया जाय ताकि यहां यातायात की सुविधा हो सके ।

मैं एक और निवेदन करना चाहता हूं । जो पिछड़े हुए प्रदेश हैं और जो रियासतों से बनाये गये हैं उन के लिये आप कम से कम यह करें कि जो पुरानी पटरी है उस को डालें और जो पुराने डिब्बे और इंजन हैं उन को जोड़ कर एक रेल बना दे ताकि कुछ कमी पूरी हो । हम लोग अभी उसी में संतोष कर लेंगें । आप को सिर्फ ट्रेंक बनाने का खर्च करना पड़ेगा, बाकी तो वही सामान होगा जो कि आप रद्दी में नीलाम कर देते हैं ।

एक माननीय सदस्य : एक्सीडेंट के लिये जिम्मेदार कौन होगा ।

श्री रा० स० तिवारी : पहले तो माल ढोया जायेगा, फिर जब पैसेंजर चले तो एक्सीडेंट का सवाल पैदा होगा ।

मेरा निवेदन है कि उन स्थानों पर खास ध्यान दिया जाय जहां कि अभी रेल नहीं है । वहां अगर रेले बनायी जाय तो अच्छा होगा ।

Shri Kodiyan (Quilon—Reserved—Sch. Castes): Mr. Chairman, Sir, though I have moved a number of cut motions on various subjects, I wish to confine myself to the demands of the people of Kerala with regard to rail travel.

Mr. Chairman: Only ten minutes are allowed.

Shri Kodiyan: Only ten minutes?

First of all I shall refer to the need for opening some new lines in Kerala. I do agree with and support the view taken by the Railway Ministry that in opening new lines preference should be given to those lines which will serve the industrial centres and mining areas. But importance should also be given to areas which are economically and industrially backward because opening of new lines there will, to a very large extent, facilitate the growth of new industries, trade and commerce in these areas. Viewed in this background Kerala needs special consideration.

I find that a sum of Rs. 120 crores have been provided for opening new lines during the Third Five-Year Plan period, but not a single pie has been allotted for opening of new lines in the south. Several hon. Members from the south, who have spoken, have already referred to this aspect.

Coming to Kerala, the Kerala Government have suggested some seven or eight new lines to be taken up in Kerala. We have demanded these lines not merely for the convenience of passengers but also for the reason that for the movement of goods also these new lines should be undertaken in Kerala. I do not want to mention all the lines proposed by the Kerala Government, but I should mention a few lines. The Tellicherry-Coorg-Mysore railway line was approved by the Ministry. This line was even surveyed in 1955. But so far no action has been taken. I do not know why no action has been taken and whether this has been dropped. I want an explanation about that from the hon. Minister.

Then there is another line which was surveyed even before the Tellicherry-Coorg-Mysore line was surveyed, that is, the Trichur-Kollengode line. That also seems to have been abandened now. The Tellicherry-Coorg-Mysore line, if constructed, will be the only line that will connect Kerala with Mysore.

Then there is another line proposed by the Kerala Government, namely, the Kayamkulam-Ernakulam line *via* Alleppy. Alleppy is an important industrial centre on the west coast and goods from the Alleppy area will have to be moved by country boats. It will take much time and it is too expensive also. If a line is constructed *via* Alleppy connecting Kayamkulam with Ernakulam, it will facilitate the development of this coastal area.

Then the Trivandrum-Cape Comorin line is a very important line. The hon. Deputy Minister, Shri Ramaswamy, also, I think, has once expressed himself in favour of opening that line. But nothing has been done so far

There is a proposal to have a chord line in my constituency connecting Punalur on the Quilon-Shencotta line with either Mavelikkara or Chenganoor or Thiruvalla. This will also help the hill produce to be brought to Cochin Harbour.

Then I come to another point, namely, that of the capacity of the existing lines. The line connecting Cochin Harbour with Shoranur was constructed many years ago. Since then, Cochin Harbour has developed and traffic has also increased considerably. Due to the limited capacity of this line there is a lot of trouble in Cochin Harbour. The main reasons for demurrage on goods in Cochin Harbour is this limited capacity of this line. Goods are being held up there because they cannot be cleared due to the insufficient capacity of this line. As far back as 1952 the Cochin Port authorities had requested the Railway Board to double this track between Cochin Harbour and Shoranur but nothing has been done so far. I do not know whether there is any proposal for doubling this track during the Third Five-Year Plan period.

So many hon. Members have referred to the problem of overcrowding, specially in the third-class coaches. The hon. Railway Minister has this time also, as in previous years, stated that the problem of overcrowding will remain there for the next few years also. I do agree that with the limited number of coaches and rolling stock it may not be possible to eliminate overcrowding completely in the near future. But something has to be done where overcrowding has become the greatest problem. For instance, with regard to the main trains that run between Kerala and Madras, whether it be the Mangalore Mail or the Cochin Express or the Trivandrum Express, the problem of overcrowding is very acute. It will be very difficult to get accommodation from Madras in these trains to Kerala. Last year I had the experience of travelling in a third class compartment of the Cochin Express—I did not get accommodation either in first or second class. In that compartment I could sit up to Coimbatore, but from Coimbatore onwards I could not even sit, because from all the important stations from Coimbatore onwards poeple began to come and crowd the compartment. So it was difficult even to sit. This was my own personal experience.

Then, the train that runs between Mangalore and Cochin Harbour is always crowded, whether it is coming from Cochin Harbour or going to Cochin Harbour. Recently I read in a local newspaper a statement by an ex-Minister who had occasion to pull the alarm chain to stop this train. In order to get a seat he had entrained from Cochin Harbour. After four or five stations the compartment got so overcrowded by people from the wayside stations that he felt—he says in his statement—that the passengers inside the compartment would be suffocated to death, and so he had to pull the alarm chain. The guard came and told him that he was helpless,

[Shri Kodiyan]

because from every station—as Shri Nanjappan informed the House just now—tickets were issued indiscriminately to all the passengers who came for tickets. Such is the state of affairs there. I would, therefore, request the hon. Minister to run an additional train between Mangalore and Cochin.

Then, Sir, I am glad to find that the hon. the Railway Minister is paying more attention to the third-class passengers, and sleeping coaches have recently been introduced on various routes. Sleeping accommodation has been provided in one train in Kerala also, that is in the Mangalore Mail. But practically this is of no use, because this accommodation is provided only for passengers travelling over 700 kilometres. That means only those passengers who would travel to the farthest end of that route from Madras to Mangalore, will get this accommodation.

Shri Shahnawaz Khan: It is available for everybody.

Shri Kodiyan: No, it is not available.

Shri Shahnawaz Khan: It is available if you pay for it.

Shri Kodiyan: That is true. Every passenger to Kerala, whatever be his destination, has to spend a night in the train before the train reaches the borders of Kerala. I would, therefore, requst the hon. Minister to introduce these sleeping coaches in other trains also, that is in the Cochin Express and Trivandrum Express. All the passengers who travel more than 500 kilometres should be given this sleeping accommodation without any additional payment.

You will be surprised to find that most of the main railway stations in Kerala have no retiring rooms. And you will be further surprised to find that even at the railway station at a divisional headquarters, like Olavakkot, there is no retiring room facility. Cannanore, Ernakulam, Quilon, Calicut, all these are very important stations; they are always crowded and there is heavy traffic, but there are no retiring rooms at these places.

Then there is the question of overbridges. We have put in this very House several questions about these overbridges. But I find that in a place like Shoranur, where a lot of shunting is also being done, there is no overbridge. Normally, if a train is coming, one will have to wait for half an hour where there is no overbridge. But at Shoranur you will have to wait for more than one hour if there is shunting also. That is the state there. Similarly, there are some other places also where overbridges have to be constructed. These things require the attention of the Railway Ministry. I request the hon. Minister to look into these grievances and take necessary action.

पंडित द्वा० ना० तिवारी (केसरिया) : सभापति महोदय, मुझे रेलवेज की डिमांड्स पर कई बातें निवेदन करनी हैं लेकिन मैं चूंकि आपकी घंटी से डरता हूं इसलिये कम ही बात करूंगा । इसलिये कृपया घंटी जरा देर से बजाइयेगा क्योंकि मैं तो उसको पूरी तौर से मानने वाला हूं

सभापति महोदय : दस मिनट का समय है ।

पंडित द्वा० ना० तिवारी : ठीक है जैसी आपकी आज्ञा ।

इस रेलवे बजट को देखने से पता चलता है कि रेलवेज की चारों ओर प्रगति हुई है । सब ओर कुछ न कुछ प्रगति हुई दृष्टिगोचर होती है इसलिये रेलवे मंत्री महोदय को बहुत बधाइयां भी मिली हैं ।

मैं शुरू में रेलवे मिनिस्टर साहब को कह देना चाहता हूं कि उनको यह आश्वासन देना चाहता हूं कि मैं किसी चीज की मांग करने के लिये खड़ा नहीं हुआ हूं क्योंकि मैं

जानता हूं कि उसको देना उनके हाथ में नहीं है। अब अगर मैं नई लाइन्स की मांग करूं तो वह पहले प्लानिंग कमिशन में जाएगी और न मालूम और कहां-कहां घूम कर जाएगी और तब जाकर कहीं वह चीज होगी। नई लाइन को देना यह उनके हाथ में नहीं है। लेकिन मैं उन चीजों के बारे में जो कि उनके हाथ में है और जिसकी कि वजह से रेलवेज की बदनामी होती है और उसकी प्रगति में बाधा पड़ती है, जिक्र करने चला हूं और मैं चाहता हूं कि मंत्री महोदय उन खराबियों को दूर कर दें।

सबसे पहली आवश्यकता किसी भी व्यापार या कमर्शियल सर्विस के सफलतापूर्वक चलने की यह है कि उसका स्टाफ सैटिसफाइड हो। मैं समझता हूं कि मंत्री महोदय इसमें मुझसे सहमत होंगे कि रेलवेज के स्टाफ में अगर कुछ लोग भी डिटरमिंड डिस्सैटिसफाइड हों तो वह आपके काम में बाधा पहुंचाते हैं। अब रेलवे कर्मचारियों में असन्तोष होने के मामूली-मामूली कारण रहते हैं। कर्मचारियों से कोई उनके अफसर रंज हो गये नाराज हो गये और वे अफसर महाशय अपने उन कर्मचारियों का रिकार्ड खराब करने लगे और उनको नुक्सान करने की तलाश में रहते हैं और किसी दूसरे कसूर में उनको हटा दिया जाता है। वे बेचारे अपनी फरियाद लेकर हमारे पास आते हैं। हम लोग इंडिविजुअल केसेज आपके सामने लाने में डरते हैं और बहुत कम केसेज आपके सामने लाते हैं। आज हालत यह है कि उन को ग्रीवियांसेज के दुरुस्त होने में काफी समय लग जाता है और जिसका कि नतीजा यह होता है कि उन बेचारों की जितनी भी पूंजी जमा होती है वह सब इधर से उधर दौड़ने में खर्च हो जाती है। इसलिए मैं चाहता हूं कि रेलवे बोर्ड इस ओर ध्यान दे और उनके ग्रीवियान्सेज जल्दी से जल्दी दूर करने की व्यवस्था करे। उनमें आज जितना समय नहीं लगना चाहिये। मुझे ऐसे केसेज का इल्म है जो कि पिछले पांच वर्षों से पैंडिंग है और वे बेचारे दिल्ली, गोरखपुर और पटना दौड़ते फिरते हैं। अगर मंत्री महोदय इसके लिए उदाहरण चाहें तो मैं उनके सामने कई उदाहरण रख सकता हूं।

अब यह जो हड़ताल हुई थी वह केवल महीना बढ़ाने के कारण ही नहीं हुई थी बल्कि उसमें और भी बहुत से छोटे-छोटे ग्री वियन्सेज भी शामिल थे। जिनसे कि स्ट्राइक की नौबत आई और मेरा कहना है कि उन छोटे-छोटे ग्रीवियान्सेज को दूर करने से आपका काम आसानी से चल सकता है।

दूसरी बात यह है कि रेलवेज जब बनाई गई थी तो उस समय में आबादी भी कम थी और जिन लोगों ने उसको बनाया था उन्हें जनता की सुविधा देखने की गरज भी नहीं थी। उन्होंने एट रैंडम जहां चाहा लेविल क्रासिंग दे दी कहीं पर तो एक-एक मील पर लेविल क्रासिंग है और कहीं चार, चार मील पर भी लेविल क्रासिंग नहीं है। अब आज पहले की अपेक्षा आबादी भी बहुत अधिक बढ़ गयी है और गांव भी बढ़ गए हैं यह आवश्यक हो गया है कि लेविल क्रासिंग अधिक बनाए जाएं। अब इसके लिए यह कहा जा सकता है कि नये लेविल क्रासिंग तो तभी बनाए जा सकते हैं जब गांव वाले पैसा दें या स्टेट गवर्नमेंट पैसा दे लेकिन मेरा कहना यह है कि जिस वक्त यह बनते थे उस समय अगर कोई सिम्पेथिटिक सरकार होती तो एटरंडम न बना कर बल्कि एक व्यवस्थित आधार पर लेविल क्रासिंग्स और स्टेशन्स उसने बनाये होते। मुझे मालूम है कि खुरगा से पोपासमहोता के बीच में चार मील तक कोई लेविल क्रासिंग नहीं है। इस सम्बन्ध में लिखने पर यह कहा जाता है कि रेलवेज का रूल यह है कि पहले खर्च जमा कीजिये, या स्टेट गवर्नमेंट से जमा कराइए। अक्सर यह भी देखा जाता है कि कहीं-कहीं तो एक माइल में दो-दो लेविल क्रासिंग हैं और कहीं-कहीं चार माइल तक एक भी नहीं देते हैं। मैं यह निवेदन करना चाहता हूं कि यह रेलवे प्रशासन की ज्यादती है और उसको इस ओर

[पंडित ह्रा० ना० तिवारी]

ध्यान दे कर लोगों को सुविधा देने का प्रयत्न करना चाहिये ।

हम देखते हैं कि रेलवे प्रोटैक्शन फोर्स के होते हुए भी गाड़ियों में चोरियां होती हैं और रेलवे की चीजें जाती हैं । उनको कौन प्रोटैक्ट करेगा ? आखिर रेलवे प्रोटैक्शन फोर्स किस लिये है । मैं समझता हूं कि रेलवे का कोई भी सामान बिना रेलवे कर्मचारियों की कनाईवेंस या एक्टिव को-आपरेशन के चोरी नहीं हो सकता है । इसलिये आवश्यकता इस बात की है कि रेलवे प्रोटैक्शन फोर्स को इस तरह आर्गनाइज किया जाये कि हमारी नेशनल प्रापर्टी बरबाद न हो सके ।

कुछ लोग तो सामान चोरी करते हैं, लेकिन रेलवे बोर्ड टाइम की चोरी करता है । वे स्टील टाइम । आप जरा पांच छः बरस पहले के टाइम टेबिल और आज के टाइम टेबिल में तुलना कीजिये और देखिये कि टाइम में कितनी चोरी हुई है । एक माननीय सदस्य ने कहा है कि एक्सप्रेस २२ घंटे के बजाय अब २५ घंटे में चलती है । यह टाइम की चोरी है । यह तीन घंटे रेलवे विभाग ने हमारे ले लिये हैं । रनिंग टाइम को बढ़ा दिया गया है और कहा जाता है कि गाड़ियां पंक्चुअल हैं । क्यों हैं ? मैं ने इसको स्क्रूटनाइज किया कि रनिंग टाइम बढ़ गया है और कहीं-कहीं इतना स्टोपेज हो गया है कि यदि गाड़ी लेट भी हो जाये, तो भी वह मेकअप कर सकती है । रेलवे प्रशासन को इस प्रकार की व्यवस्था करनी चाहिये कि लम्बी यात्रा करने वाले व्यक्ति सफर से ऊब न जायें और उनका बहुत समय बरबाद न हो । पहले पटना से दिल्ली बीस घंटे में जाते थे और अब बाइस घंटे में । इसी प्रकार पहले गोरखपुर से छपरा जाने में पांच घंटे लगते थे, जब कि अब सात, आठ घंटे लगते हैं मैंने इस सम्बन्ध में एक रेलवे आला आफिसर से पूछा और मुझे बताया गया कि अगर आप-को ठीक समय दिया जाता, तो आप को स्टेशन पर बैठना पड़ता । अब आप इतमीनान से स्टेशन पर आ सकते हैं । अब ज्यादा टाइम दे दिया गया है और आप स्टेशन के बजाये घर पर बैठ सकते हैं ? इस में क्या हानि है ? यह जवाब सुन कर मैं अवाक् रह गया ।

जहां पर रेलवे विभाग को एपरोच रोड्ज बनानी हैं—स्टेट गवर्नमेंट को नहीं, वहां पर भी कोई प्रगति नहीं हुई है । एपरोच रोड्ज इतनी खराब हैं कि उन पर बैलगाड़ी भी चलना मुश्किल है । हमारे डिप्टी मिनिस्टर साहब बड़े एनर्ज्यूजिएस्टिक हैं । वह एन०ई० रेलवे में आ कर एपरोच रोड्स को देखें ।

श्री शाहनवाज खां : जो एप्रोच रोड्ज स्टेशन की हुदूद के अन्दर हैं, उनके लिए ही हमारी जिम्मेदारी है ।

पंडित ह्रा० ना० तिवारी : मैं उन्हीं की बात कह रहा हूं । जो लाइन से उतर कर फाटक के भीतर हैं, मैं उनके सम्बन्ध में ही निवेदन कर रहा हूं । क्वार्टर्ज के विषय में हम जानते हैं कि अभी वे बन कर मुकम्मल नहीं हुए हैं कि चने लग गये हैं । एप्रोच रोड्ज के लिए पैसा दिया जाता है, लेकिन वह कैसे खर्च किया जाता है और वे रोड्ज कैसे बनती हैं, यह मैं नहीं कह सकता ।

इन छोटी-छोटी बातों पर मैं माननीय मंत्री महोदय का ध्यान इस लिये आकर्षित करना चाहता हूं कि वह इस तरफ तवज्जह दें। वह बिना खर्च किये इस को ठीक कर सकते हैं ।

श्री शाहनवाज खां : बगैर खर्च के कैसे ?

पंडित ह्रा० ना० तिवारी : प्रशासन के पास रुपया है और वह प्राविजन करता है, लेकिन उसको ठीक तरह से खर्च नहीं किया जाता है, रुपया वेस्ट किया जाता है । एप्रोच रोड्ज के लिये पैसा है, वह खर्च होता है

या नहीं और उचित रूप से खर्च होता है या नहीं, इस तरफ तवज्जह करने की आवश्यकता है। इसी प्रकार ट्रैविल का टाइम बढ़ा दिया गया है। मैं नहीं समझ पाता कि उस को ठीक करने में क्या खर्च है। स्टाफ की किसी अपील का फैसला करने के लिये भी किसी खर्च की जरूरत नहीं है —सिर्फ तवज्जह की जरूरत है। पांच-पांच बरस से केसिज लटके हुए हैं। या तो हमारी बुद्धि और हमारी भाषा ऐसी नहीं है कि हम उनको समझा सकें, या वह ही समझ नहीं पा रहे हैं।

श्री शाहनवाज खां : मैं तो यह जानना चाहता था कि एप्रोच रोड्स कैसे बगैर खर्च के बन जाती हैं।

श्री राजेन्द्र सिंह (छपरा) : माननीय मंत्री जी ने अपने उत्तर में कहा है कि जहां पर एप्रोच रोड नहीं हैं, वहां पर रेलवे विभाग नहीं, बल्कि स्टेट गवर्नमेंट ओवर-ब्रिज बनायेगी, छपरा में, जहां से मैं और श्री तिवारी आते हैं म्युनिसिपैलिटी की ओर से एपरोच रोड बनी हुई है, लेकिन फिर भी तीन बरस से ओवर-ब्रिज नहीं बना है।

श्री शाहनवाज खां: माननीय सदस्य की बारी भी आयगी।

पंडित द्वा० ना० तिवारी : बहुत से माननीय सदस्यों ने कैटरिंग के बारे में कहा है। स्टेशन पर जो चीजें बेची जाती हैं, उनमें पान भी है : पान का दाम दो पैसे रख दिया गया है—चाहे कैसा भी पान हो। हम पान खाने वाले हैं और हम जानते हैं कि कितना खराब पान मिलता है। पान में कोई नफा भी नहीं है। प्रशासन इतना काम ले लेता है कि वह उस-को मैनेज नहीं कर सकता है। जो खाने की चीजें स्वास्थ्यवर्धक हों, उनकी व्यवस्था तो वह बेशक करे, लेकिन पान, बीड़ी, सिगरेट का काम लेने से क्या फायदा है ?

श्री राजेन्द्र सिंह : एक भी रिफ्रैशमेंट रूम अच्छी तरह से नहीं चल रहा है।

पंडित द्वा० ना० तिवारी : माननीय सदस्य मेरा डाइम न लें।

I am not making any demand. I am simply drawing your attention to those things, that they can do easily without any expenditure.

अब एक और समस्या की ओर मैं माननीय मंत्री का ध्यान आकर्षित करना चाहता हूं। हम देखते हैं कि दक्षिण में एक गांव है और उत्तर में गांव वालों की जमीन है जिनके बीच में विलेज रोड है और जब रेलवे विभाग उस रोड को एक्वायर कर लेता है तो उन लोगों के लिये जाने का रास्ता नहीं रहता है। मैं पहाड़ीचक गांव का जो सोनपुर स्टेशन के निकट है उदाहरण देना चाहता हूं। वहां पर दक्षिण में कई गांव हैं और उन के खेत हैं उत्तर में, और मकान हैं दक्षिण में। बीच में रेलवेज ने जमीन ले ली है। अब वे लोग कैसे आएं जायें। उनका मामला कई बरस से चल रहा है। रेलवे विभाग ने वहां चारों तरफ दीवार बना दी है। इससे उन लोगों को बहुत कठिनाई का सामना करना पड़ता है। माननीय मंत्री जी को इस समस्या की ओर भी ध्यान देना चाहिए।

अब मैं यह बताना चाहता हूं कि एक लेविल क्रासिंग के तीन-तीन घंटे बन्द रहने से लोगों को बहुत कठिनाई होती थी। मैं ने इस सम्बन्ध में रेलवे मिनिस्टर साहब को प्रेम किया, तो ओवर ब्रिज ऐसी जगह बना दिया गया कि वहां के लोगों को कोई फ़ायदा नहीं हुआ है। यदि उस को पूर्व के बजाये पश्चिम में बना दिया जाता, तो लोगों को अवश्य फ़ायदा होता। मेरे कहने का तात्पर्य यह है कि हम जो सुझाव देते हैं, उनको इस तरीके से एक्सीक्यूट किया जाता है कि उससे लोगों को कोई फ़ायदा नहीं होता है। यदि उस ओवर ब्रिज को उतनी ही दूर स्टेशन से पश्चिम की तरफ़ बनाया जाता, जितना कि वह पूर्व की तरफ़ बनाया गया है, तो उसी

[पंडित द्वा० ना० तिवारी]

खर्च से स्टाफ़ और गांव वालों दोनों का फ़ायदा हो जाता। अब सुना है कि वहां जो ओवर ब्रिज है, उसको आइलैंड तक, सड़क तक ले जाने की बात है। मैं कहूंगा कि उसको स्टेशन के पश्चिम में कर दीजिये और सब-वे जो सड़क पर जाने के लिए बना है उसे कनेक्ट कर दीजिये तो ज्यादा अच्छा होगा। उसमें खर्चा आपका ज्यादा नहीं पड़ेगा। इसी खर्च में आपका काम चल जाएगा। अगर आपने ऐसा नहीं किया तो गांव वालों का काम नहीं चलेगा और मुफ्त में झंझट खड़े होंगे। अभी भी एक केस चल रहा है इसके बारे में। कई बार मैंने और हमारे दोस्तों ने रिप्रिजेंट किया है लेकिन कुछ भी नहीं किया गया है। आजकल हो क्या रहा है, इस ओर आप ध्यान दें। नीचे से जब फाइल चलती है, क्लर्क से जब फाइल चलती है तो वह जो नोट लिख देता है उसको ऊपर तक देखने वाला कोई नहीं है। कोई यह नहीं देखता है कि फाइल में क्या है और क्या नहीं है। उसी नोट पर आर्डर पास करते हुए चले जाते हैं। मैं कहूंगा कि इस को जरा ध्यान देकर देखा जाए कि दूसरे लोग क्या चाहते हैं, कैसे उनको लाभ पहुंच सकता है . . .

श्री शाहनवाज खां: फाइल वहां रहती है, लेकिन आर्डर बदल जाते हैं।

पंडित द्वा० ना० तिवारी: नोट्स पर आप आडर देते हैं। आप सोनपुर की फाइल को मंगा कर देखिय, उसमें क्या है। वहां की गवर्नमेंट ने क्या लिखा है, पुलिस ने क्या लिखा है, लोगों ने क्या लिखा है, गांव वालों ने क्या लिखा है। वहां पर जनरल मैनेजर देखने गए थे, हमारा उनके साथ सम्पर्क नहीं हो सका नहीं तो हम उनको बता देते कि किस चीज की आवश्यकता है।

यह जो टूवार्डस बेटर कंडिशंस आफ ट्रेवल नामक पुस्तिका हमें दी गई है इसके पेज ३६, आइटम नम्बर ९ में छः स्टेशनों के नाम दिए गए हैं जहां फुट ब्रिज या सब-वे बनने वाला है उसमें एक डिघवाड़ा स्टेशन भी है। इसके बारे में बहुत दिनों से लोगों की एक डिमांड चली आ रही थी। मुझे डर है कि इसको भी कहीं गलत ढंग से न बना दिया जाए और जितना लाभ लोगों को होना चाहिये, उसके फलस्वरूप वह न हो सके। यहां पर ओवर-ब्रिज की उतनी जरूरत नहीं है जितनी कि अंडरब्रिज की है। लाइन के दक्षिण में विलेज है। दक्षिण में उसके गेंजिज़ है। वहा उसका एक्सपशन नहीं किया जा सकता। दक्षिण में एक्सपेंशन की कोई गुंजाइश नहीं है। एक लिंक रास्ता विटवीन स्टेशन एंड मालगोदाम हो जाए तो लोगों को फायदा हो सकता है, उनको अधिक सुविधा हो सकती है। लेकिन मुझे डर यह है कि अंडर-ब्रिज न बना करके कहीं ओवर-ब्रिज बना दिया जाए और पश्चिम न बना करके कहीं पूर्व बना दिया जाए ये सब चीज हैं जिनकी ओर आपका ध्यान जाना चाहिये। आपको चाहिये कि इन पर आप विचार करें और जिसमें अधिक सुविधा हो वही काम करें।

मैं कोई नई डिमांड पेश नहीं कर रहा हूं और न कोई ऐसी डिमांडपेश कर रहा हूं जिसमें अधिक रुपया खर्च हो। जितना आपका प्राविजन है, उसी को इस तरह से खर्च करने की बात मैं कह रहा हूं जिससे जनता को अधिक लाभ हो सके। जिस तरह से मैंने आपको काम करने के लिए कहा है अगर आपने उस तरह से उसको किया तो लोगों को संतोष होगा और वे आपकी जय जयकार करेंगे।

मैं आशा करता हूं कि जो सुझाव मैंने दिए हैं, उन पर आप विचार करेंगे और जो कुछ आप कर सकते हैं, करने की कोशिश करेंगे। मेरे सुझावों में अधिक पैसा खर्च करने की कोई

बात नहीं है, इस वास्ते मैं आशा करता हूं कि आप उनको स्वीकार कर लेंगे ।

Shri M. B. Thakore: I thank you very much for giving me some time to speak on the Railway Demands. At the outset, I congratulate the Railway Administration for the excellent work that they have done.

Shri Rajendra Singh: Are you thinking of going over to the other side?

Shri M. B. Thakore: No, I shall never go.

I understand from the speech of the hon. Railway Minister that on account of political, economic and social reasons, Government have decided to construct new lines in the south. I would request the hon. Minister that on the same basis, he should consider the question of constructing railway lines, or, I would say, links in Gujarat.

In North Gujarat especially, Panchmahal, Dang, Surat, Navsari and Saurashtra areas are very backward; they are mostly backward and undeveloped. I would request the hon. Minister specially to construct a few lines there, because there is no transport facility nor any conveyance available there at the time of monsoon. North Gujarat is on the border with Pakistan, and if it is developed it will be most useful in the future.

In North Gujarat, there is a Kutch desert that is advancing towards the east, towards Banaskantha and Mehsasa districts. If the Railway line from Kandla to Palanpur is doubled, I think the area will slowly develop, and the Kutch desert also will be prevented from advancing. I spoke about this in 1959 in the course of the debate on the Railway Demands, but nothing has been done up till now. At the last meeting of the consultative committee, I was discussing this matter, when the hon. Deputy Minister Shri S. V. Ramaswamy was there, and he wished that I should speak about this on the railway budget, and he did not allow me to speak about these lines earlier. These links are not more than 7 miles in length, in any case, not more than 20 miles. The expenditure also will not be very much. I suggest that the following lines be constructed during the Third Five Year Plan. The first line is between Kherula or Vijapur to Himmatnagar. Then, there is a line up to Harij. If it is extended to Radhanpur *via* Sami, it will not be more than 20 miles. I do not think there is any river or any *nullah* where it would be necessary to build a bridge. Thirdly, I would suggest a line between Kakoshi to Sidhpur or Chhapi, which is only a distance of about six to seven miles. There is a great demand from all over these villages Kakoshi and Chhapi for this line. Then, fourthly, there is a line up to Vadnagar. From there, I would suggest the extension of the line *via* Sundhya, Ranchodpur, Unjha, Balisana to Patan. This is a link which is not more than 20 miles. I do not think there is any big river in between.

Then, there is need for a small link, which I always advocate, and that is from Tranga Hill to Timba. I have already written many times to the hon. Minister, because near Tranga Hill, there is a Jain temple, and many of the passengers or pilgrims go there. I think there are lines, but the trains do not go up to Timba; they go only up to Tranga Hill.

The second point that I want to make is regarding the imposition and collection of fine at Sidhpur railway station and other stations. I really wonder why there is no overbridge there. I have written on this matter many times. I have seen the General Manager and even the Minister talked about this in the consultative committee, but no steps have been taken about this foot overbridge. They say that they have written to the Gujarat Government, but there is no reply. Since 1957, the reply is the same. And in 1961 also, the reply is the same, and there is no change. I do not know

[Shri M. B. Thakore]

whether the Central Government, especially the railways have sent any reminders to the State of Gujarat or not. The municipality is ready to construct the approach road, but there is no action taken regarding the foot overbridge up till now. In the absence of this overbridge, when the villagers pass from the station and cross the railway lines, they are caught there by the police and taken to the magistrate, probably first class, I do not know, who summarily tries and imposes a fine, and if these persons are not able to pay, they are sent to jail. I asked a question of the hon. Minister of Railways, but he has replied in the negative. I really wonder how he got that information. I have seen with my own eyes a person looking like a Magistrate imposing and collecting very heavy fine, Rs. 5 and Rs. 10, and if you argue, Rs. 20. I know that the First Class Magistrate of Sidhpur was also fined, and even he had to pay it.

15 hrs.

Shri Shahnawaz Khan: Did he travel without ticket?

Shri M. B. Thakore: There was no question of travelling. He was crossing. There is the Sidhpur mill and other mills and villages are on the other side of the station.

Shri Narasimhan (Krishnagiri): So it was trespass.

Shri M. B. Thakore: Yes, may be.

Shri Narasimhan: Running the risk of being run over.

Shri M. B. Thakore: As I told you, even a First Class Magistrate was fined. Since very long, there was no foot overbridge there.

Mr. Chairman: He was fined not because he was a Magistrate.

Shri M. B. Thakore: He crossed over.

Mr. Chairman: He committed an offence.

Shri M. B. Thakore: My hon. friend, Shri Shahnawaz Khan, denied that there was imposition and collection of any tax.

Mr. Chairman: It is not a tax.

Shri S. V Ramaswamy: It is a fine, not a tax.

Shri M. B. Thakore: Yes, fine. You may refer to unstarred question No. 1317.

Shri Narasimhan: Kindly read the question and answer.

Shri M. B. Thakore: The question was:

> (a)" whether it is a fact that heavy fine is imposed on the ignorant and innocent villagers and others who cross the railway station at Sidhpur and other stations on the Western Railway on the plea that they have no platform passes or tickets with them; and
>
> (b) "if so, the total fine collected during 1959-60 and the number of persons sent to jail in this connection"?

Shri Shahnawaz Khan, the Deputy Minister, answered:

> (a) "No.
>
> (b) Does not arises".

According to him, there was no imposition of fine.

Shri Narasimhan: Let him raise a half-hour discussion on it.

Shri M. B. Thakore: The second point I would like to make is regarding some servants of the canteen contractors at Ambliyasan and Kalol. In this regard, I met Shri Shahnawaz Khan and the General Manager so many times, but they did not listen to me. It is the ruling of the Speaker that if there are difficulties in regard to administrative details, we must write to the Minister or see him. That was why I saw him so many times. But unfortunately no steps have been taken. I

spoke about this in the Railway Budget discussion of 1959, and the hon. Minister was pleased to state that if there was any vacancy, they would be absorbed. But uptil now, no steps have been taken. I again request him through you to look into the matter and give them work.

Mr. Chairman: The hon. Member has taken more than ten minutes.

Shri M. B. Thakore: I did not speak in 1960. So kindly give me some more time.

Mr. Chairman: I am not responsible for that.

Shri S. V. Ramaswamy: It is time-barred!

Shri M. B. Thakore: Regarding my cut motion No. 378 about the need to shift the headquarters of the Western Railway from Bombay to Ahmedabad, I do not understand why after the separation of Gujarat and Maharashtra, still the headquarters of the Western Railway has not been shifted.

Shri Shahnawaz Khan: The railway headquarters has nothing to do with the State headquarters.

Shri M. B. Thakore: That is true but the majority of the lines and the trains are passing through Ahmedabad-up and down. I think it will be most advisable for the Railway Administration to shift the headquarters of the Western Railway to Ahmedabad. I think Shri Ram Krishan Gupta also suggested that the headquarters of the Western Railway may be shifted from Bombay to Ahmedabad or Ajmer.

Shri T. B. Vittal Rao (Khammam): That is what the Estimates Committee also recommended.

Shri Shahnawaz Khan: What is his proposal—Ahmedabad or Ajmer?

Shri M. B. Thakore: Ahmedabad. There they will get buildings and get land on which they can construct quarters.

Then I would talk about reducing overcrowding on the branch line from Mehsana and Ahmedabad. I have written so many times to the Deputy Ministers and the Minister. I have seen the General Manager also. But they have not taken any action on all my suggestions. I say that there should be a double line from Ahmedabad to Abu Road and Marwar, that is, Ahmedabad to Marwar. Then I suggested doubling the line from Kandla to Palanpur. Then I recommended the introduction of some more trains from Mehsana to Abu Road and from Ahmedabad to Mehsana. Also on all branch lines they should at least attach two or three bogies more in the summer season.

Mr. Chairman: Shri B. D. Mishra.

श्री भ० दी० मिश्र (केसरगंज) : सभापति जी, रेलवे मंत्रालय ने सर्वतोमुखी उन्नति की है इसमें कोई सन्देह करने की बात नहीं है । लेकिन उसके साथ ही साथ हमारे माननीय सदस्य के आंकड़ों के बताने के बाद यह निश्चित है कि कर्मचारियों की संख्या में जिस कदर वृद्धि की गयी है उतनी ही देखरेख में कमी हो गयी है ।

जहां तक देखरेख की बात है, मैं समझता हूं कि अधिक से अधिक कर्मचारियों के होते हुए भी सफाई में भी उतनी ही कमी नजर आती है जितनी कि कमी इतने कर्मचारियों के होते हुए नहीं होनी चाहिए ।

श्री यू० चं० जैन (कैथल) इस महकमे में मंत्री और चाहिए ।

श्री भ० दी० मिश्र इस महकमे में मंत्री और चाहिए, यह माननीय सदस्य का सुझाव है मैं तो केवल इतना ही कहता कि पर्याप्त लोग मौजूद हैं, आवश्यकता सिर्फ देखरेख की ओर ध्यान देने की है ।

श्री शाहनवाज खां : यह सुन लिया गया ।

श्री भ० दी० मिश्र: जहां मैंने इस डिपार्टमेंट की सर्वतोन्मुखी उन्नति की बात कही वहां मुझे एक संस्कृत की कहावत याद आती है जो कि इस प्रकार है :

राजन् कनक धाराभि : त्वयि सर्वत्र वर्षति
अभाग्य छत्र संछन्ने मयि नायान्ति विन्दव : ।।

अर्थात्, आपकी सब तरह उदार बुद्धि होते हुए भी और सब तरफ सोने की वर्षा होते हुए भी मेरे ऊपर कनक की एक बूंद तक नहीं आयी । यह कहावत मुझे ब्रांच लाइनों के सम्बन्ध में कहनी पड़ी है ।

रेलवेज का मेन लाइंस की तरफ ध्यान गया है । लेकिन जहां तक ब्रांच लाइंस का सम्बन्ध है, बी० एन० डब्लू० रेलवे जब चल रही थी, जब कम्पनी की यह रेलवे थी, वह आज तक उसी अपनी पुरानी अवस्था में पड़ी हुई है । एक, एक स्टेशन ऐसे बने हुए हैं जहां सम्भवत: स्टेशन मास्टर के खड़े होकर टिकट बांटने के अलावा और कोई जगह ही नहीं है । मैंने पिछले साल भी आपका ध्यान दिलाया था कि पूर्वोत्तर रेलवे में बहराइच जिले में नान-पारा से कतरनिया घाट जो लाइन जाती है उसमें एक भी स्टेशन ऐसा नहीं है जहां पर कि किसी भी समय जाड़े में, गर्मी में अथवा बरसात में १० आदमी भी इकट्ठे खड़े हो सकें । पिछले साल मीहपुरवा स्टेशन पर एक बहुत छोटा सा शेड बनाया गया है जहां कि मैं समझता हूं कि ५० आदमी बड़ी मुश्किल से बैठ सकेंगे, लेकिन वहां अलावा उस छोटे से शेड बनाने के और किसी किस्म का सुधार नहीं किया गया है । वहां पर कोई भी किसी प्रकार का पानी का प्रबन्ध या वर्षा अथवा ग्रीष्म ऋतु के कोप से बचने का प्रबन्ध अथवा स्थान नहीं है ।

इसके अलावा आप देखें कि वहां पर गाड़ियों की क्या स्थिति है । मैं जानता हूं कि कभी-कभी हमारे जनरल मैनेजर जो कि उस रेलवेज के हैं वे वहां पर अपनी सुसज्जित गाड़ियों के अन्दर जाते हैं लेकिन वह गाड़ियां जिनमें कि जनता चलती है उनकी क्या अवस्था है । अगर मैं अधिक न कहूं तो यह कह सकता हूं कि सम्भवत: इन पांच, दस वर्षों में उनकी कोई मरम्मत नहीं हुई है और वह उसी अपनी पुरानी हालत में चल रही हैं ।

तृतीय श्रेणी की गाड़ियों के सम्बन्ध में तो सम्भवत: रेलवे प्रशासन का ध्यान ही कम जाता है । मैं देखता हूं कि फस्ट और सेकेंड क्लास की गाड़ियों की भी कमोवेश वही अवस्था है । लखनऊ से नैपालगंज रोड तक जो एक डिब्बा लगता है उस डिब्बे को यदि आप देखने की चेष्टा करें तो आप पायेंगे कि उसमें भीड़ अत्यधिक होने के कारण जगह बहुत कम रहती है । गोंडे में एक बजे या दो बजे वह गाड़ी पहुंचती है इसलिए हर आदमी चाहता है कि वह उसमें बैठ कर नैपालगंज तक पूरी रात का सफर कर सके । मेरा सुझाव है कि इसके लिए एक पूरी बोगी अलग से उसमें लगनी चाहिए । अब हालत यह है कि थर्ड क्लास में तो किसी तरीके से जगह नहीं मिलती । फर्स्ट क्लास और सेकंड क्लास में भी करीब-करीब यही हालत है । बोगीज की सम्भवत: दो-तीन वर्ष से सफाई नहीं हुई मालूम होती है । कोचेज की भी बुरी हालत है । मेरा कहना है कि ब्रांच लाइंस की तरफ आपका विशेष ध्यान जाना चाहिए और उनके स्टेशनों और गाड़ियों के सुधार की तरफ विशेष रूप से ध्यान दिया जाना चाहिए ।

मैं तो अपने तईं इसको एक बहुत बड़ी सुविधा समझता हूं कि स्टेशनों पर साफ मिट्टी रखने की व्यवस्था की गई है । उससे भी कुछ काम चलता है क्योंकि यात्री लोग शौचादि जाने के बाद हाथ धोने के लिए उतरते हैं और उन्हें मिट्टी की जरूरत पड़ती है लेकिन आपने भी देखा होगा और मेरा अनुभव है और इसके लिए मैंने समय-समय पर स्टेशन मास्टर से कहा है कि क्यों साहब यह यहां पर मिट्टी

रखने की जगह तो आपने बना दी है लेकिन यह नहीं देखा जाता है कि वहां पर मिट्टी भरी भी है कि नहीं और ८, ८ रोज तक मिट्टी नहीं रक्खी जाती है । आपको इसकी देखरेख रखनी चाहिए कि यह जो मिट्टी की सुविधा प्रदान की गई है वह वास्तव में अपनी जगह पर मौजूद भी है कि नहीं । अगर रेलवे प्रशासन, जो सुविधाएं उसने जनता को दी है, उनके बारे में देखरेख बनाये रक्खे तो जनता को अधिक से अधिक लाभ हो सकता है लेकिन उनकी देखरेख की कमी है । मैं आपका ध्यान सभापति महोदय के जरिए दिलाना चाहता हूं कि आप काफी रुपया खर्च कर रहे हैं, आपने सुविधाएं दी है, आपने किराये भी काफी बढ़ा दिये हैं और इसमें भी कोई सन्देह नहीं कि किराया आपकी जेब में जाता है लेकिन जितनी सुविधाएं जनता को मिलनी चाहिएं उतनी उसको नहीं मिलती है । इसके लिए मैं आपका ध्यान आकर्षित करना चाहता हूं ।

प्रथम श्रेणी और द्वितीय श्रेणी के लिए कंडक्टर्स मुकर्रर हो गये हैं लेकिन तृतीय श्रेणी में ऐसी कोई व्यवस्था विद्यमान नहीं है । तीसरे दर्जे में बड़ी रेलपेल रहती है और हम देखते हैं कि बुढ़े और एक बुढ़िया दौड़ते है लेकिन गाड़ी नहीं पाते हैं और गाड़ी छूट जाती है । इसलिए जरूरत इस बात की है कि तृतीय श्रेणी के लिए भी कंडक्टर या किसी ऐसे व्यक्ति को नियुक्त किया जाय जो कि उनको गाड़ी में बिठा सके । इसलिए मैं समझता हूं कि तृतीय श्रेणी में सुविधाओं के दिये जाने की ओर आपका अधिक से अधिक ध्यान जाने की आवश्यकता है ।

इसके अलावा मैंने दो सुझाव आपके सामने और रक्खे थे । जिस समय माननीय श्री लाल बहादुर शास्त्री रेलवे मंत्रालय में काम कर रहे थे मैंने यह सुझाव पेश किया था कि जरनल रोड से बहराइच भिनगा होते हुए सोहेलवा जंगल तक एक लाइन निकाली जाये । इस लाइन के निकालने की चर्चा भी चली थी और सम्भवतः उसका सर्वे भी हो चुका था । मुझे पिछले साल भी यह कहा गया था कि तृतीय पंचवर्षीय योजना के दौरान सम्भवत इस पर विचार होगा लेकिन मुझे खेद है कि इस साल में भी मैंने उसे नहीं देखा है । मैं इस अवसर पर उसकी ओर पुनः मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं और उसके बनने से जनता को काफी सुविधा होगी, कच्चे माल के लाने की सुविधाएं भी बहुत बढ़ जायेंगी और उसी के साथ-साथ रेलवे विभाग को भी अधिक से अधिक लाभ होगा ।

कतरनियाघाट जो कि बहराइच जिले में है वहां से कौड़ियालाघाट तक ९ मील का फासला है जिसके कि बीच में गेरूआ नदी पड़ती है तो मेरा सुझाव है कि इस नदी के ऊपर बीच में एक ब्रिज बना कर रेलवे लाइन निकाल दी जाये तो उससे बड़ी सुविधा हो सकती है । पश्चिमी जिलों जैसे नैनीताल और सहारनपुर से वहां तक जाने की बहुत सुविधा हो सकती है जब कि इधर गोंडा, लखनऊ घूम कर बराबर जाते हैं । जहां थोड़े से खर्चे से अधिक सुविधाओं और अधिक लाभ होने की सम्भावना है तो उस खर्चे की तरफ ध्यान देना चाहिए । इसलिए यह कोड़ियालाघाट पर जो ब्रिज बनाने की बात है और उस पर से होकर रेलवे लाइन निकालने का सुझाव मैं आपके सामने पहले भी दे चुका हूं और आज फिर उसको दुहराते हुए आशा करता हूं कि आप उस तरफ अधिक ध्यान देने की कोशिश करेंगे ।

इसके अतिरिक्त हमारे कई भाइयों ने डिपार्टमेंटल कैन्टीन के बारे में भिन्न-भिन्न विचार प्रकट किये हैं । कुछ लोग कहते हैं कि पहले रेलवेज में जो ठेकेदारी सिस्टम चलता था वह ज्यादा अच्छा था क्योंकि रेलवे के ठेकेदार को इस बात की चिन्ता रहती थी कि कहीं ग्राहक अर्थात् यात्री लोग किसी तरह से भोजन से असन्तुष्ट न हो जायें और वह सोचता था कि अगर हमारी चीजें अच्छी बनेंगी, सुविधा से मिलेंगी और कम दाम में मिलेंगी तो मुसाफिर लोग अधिक लेने की चेष्टा करेंगे और

[श्री भ० दी० मिश्र]

ठेकेदार को अधिक लाभ मिलेगा। लेकिन जब से कैटरिंग का रेलवे की तरफ से खुद इंतजाम हुआ है और जैसा कि अधिकतर लोगों का ख्याल है जिनके जिम्मे यह काम है वह लापरवाही और कुछ उपेक्षा का भाव रखते हैं क्योंकि वह पेड सर्वेंटस होते हैं, रेलवे से माहवारी तनख्वाह मिलती है और इसलिए वह उतनी मुस्तैदी और इंटरैस्ट से काम नहीं करते। मैं चाहता हूं कि रेलवे प्रशासन को इस कैटरिंग के काम के ऊपर अधिक देखरेख करनी चाहिए।

एक माननीय सदस्य ने जो रोटी का स्टैन्डर्ड रखने का सुझाव दिया था वह उचित ही था क्योंकि उसके अभाव में थोड़े से आटे के चार फुलके हलके-हलके बना कर रख दिये जाते हैं और जो लोग कि दो, दो और चार, चार मर्तबा नाश्ता नहीं करते उनके लिए वह नाकाफी होता है। फुलके जो दिये जायें वे इतनी लोई के तो हों कि जनसाधारण के लिए पर्याप्त हों। इसलिए मेरा निवेदन है कि रेलवे प्रशासन को अपने इस डिपार्टमेंटल कैटरिंग के बारे में जरा ज्यादा ध्यान देना चाहिए और यह देखना चाहिए कि जनता को उचित मुनासिब दाम पर पर्याप्त भोजन प्राप्त हो।

इसके अतिरिक्त एक बात मुझे और कहनी है। रेलवेज के बारे में जनश्रुति यह है कि यहां पर नियुक्ति के लिए भ्रष्टाचार का सहारा लिये बिना किसी प्रकार भी सफलता नहीं मिल सकती है। अब हमारे देश में हर जगह भ्रष्टाचार है, हर विभाग में कहीं न कहीं किसी न किसी रूप में भ्रष्टाचार है ऐसी जनश्रुति है लेकिन यह जनश्रुति रेलवे के बारे में अपेक्षाकृत कहीं अधिक है और मुझे रेलवेज के जिम्मेदार आदमियों के द्वारा मालूम हुआ है कि साहब इस विभाग में प्रवेश पाने के लिए भ्रष्टाचार की आवश्यकता पड़ती है। मैं अपने रेलवे मंत्री महोदय का ध्यान इस ओर विशेष रूप से आकर्षित करना चाहता हूं। जब आपके यहां इतनी जगहें होती हैं और इस कदर पिछले दो, तीन वर्षों में नियुक्तियां हुई हैं तो इस बात की बहुत जरूरत है कि इस ओर ध्यान दिया जाये कि वास्तव में वे ही लोग नियुक्त हों जो कि उसके लिए योग्य हों। उपयुक्त नियुक्तियां न होने का ही परिणाम हम देखते हैं कि एक गाड़ी लाइन पर खड़ी होनी है मालगाड़ी उधर खड़ी होनी चाहिए लेकिन ठीक पटरियों की बदली न होने के कारण और सम्बन्धित कर्मचारियों की लापर्वाही के कारण गाड़ियां आपस में टकरा जाती है और जान-माल का बहुत नुक्सान हो जाता है। मेरा तो अपना मत है कि अगर नियुक्तियां करते समय सावधानी बर्ती गई होती और उपयुक्त पात्रों को ही नियुक्त किया जाता तो ऐसी गलतियां नहीं हो सकती थीं। इसलिए मैं आपका इस ओर ध्यान आकर्षित करना चाहता हूं कि नियुक्तियों के सम्बन्ध में जो यह अपवाद या जो जनश्रुति चल रही है उसको दूर करने की पूरी चेष्टा की जाये। इन शब्दों के साथ में अपनी चर्चा समाप्त करता हूं।

Shri Harish Chandra Mathur (Pali): Mr. Chairman, Sir, I will not add to the long list of railway lines demanded for new construction. Not that Rajasthan has not got such a demand. I also appreciate this demand coming from the various quarters in an underdeveloped country. I will confine my observations to the working of the Railway Board, and to certain important matters of policy pursued by the Railway Board.

I have no hesitation in conceding that since 1945, when the railways were in a completely ramshackle condition, they have made vast improvements, and they have gained in strength from year to year. The progress has been a really very strike in certain directions, particularly the production side, where we almost

expect to gain self-sufficiency, and where our demands for foreign exchange have been very considerably reduced. This all goes to the credit of the railways, and the authorities from the International Bank and others who have come here have also paid handsome tribute to the railways.

I fully concede that we have got to pin-point our attention to certain very important measures. You will remember that on the floor the House, more than a year back, in answer to more than one question, the hon. Minister of Railways said that we were self-sufficient in wagons, that we were in a happy position to export wagons. It is just the same as at the end of the First Five Year Plan we were saying that we were self-sufficient in food and that there was no danger. We are planning in a haphazard manner. Now, you find how we are bottle-necked in everything. We find ourselves handicapped at all steps, whether it is the movement of steel, or the movement of coal or of other things.

I was very much surprised when I was told today that the same unfortunate condition obtains in the matter of food also. As a matter of fact I had asked the question only from that point of view. Why don't you stagger the movement of your food when you are self-sufficient in food, when you have got food all over? The hon. Minister Shri Patil is giving us the impression that we are surplus in food at every place. So, I thought we might stagger the movement of food so that certain wagons could be released to facilitate the movement of other items.

We have had explanations on this matter from the hon. Minister of Railways as also from the hon. Minister of Steel, and Mines. But I have no hesitation in saying that nobody in this House feels at all satisfied. Nobody seems to be at fault. The Railways say that they have done their best, that they have fulfilled their targets. The hon. Minister of Steel, Mines and Fuel says that everything is going according to plan, that we are in the best of co-ordination. If both of them have been proceeding according to plan and if everything is going on in full co-ordination, what is all this trouble about? We find 13 million tons of coal lying at the pit-heads.

When I went down to the south, in Bangalore and other places, to my very great surprise, I was told that the small-scale industries were completely starved. They could not get their demand of mere 300 tons for the last 6 months.

We are now so keen on our production and the entire future of our country. The entire economy of the country depends upon increased production. If such bottlenecks are created because of the most inefficient planning of the public sector-either it is in the Railways or it is in the Ministry of Mines and Steel—then, it gives a very great set-back. I do not know how the Railway Minister says that within the next 6 months the situation will ease. What will happen in 6 months' time? Could not that happen earlier? If the situation would be eased within the next 6 months why was not something done earlier? We have been bringing this matter all the time to the notice of the hon. Minister, that there is a bottle-neck, that the small-scale industry is suffering, that the large-scale industry is suffering. That is the most important matter. When that is so, we find them speaking, either from Jullundur or from Calcutta as if everything is all right. I could understand departmental heads speaking in that manner. But when hon. Ministers speak, we expect them to speak not for the Railways, not for the Mines or Coal but for the Government. When they speak for Government, I fail to understand how such dislocation has happened. The House must be taken into confidence and we must know why there was this dislocation and where there was no co-ordination.

We have just heard that a committee is going to be appointed under the chairmanship of the Finance Minister

[Shri Harish Chandra Mathur]

to devise ways and means to get over this bottleneck. It is all right. We very much welcome the appointment of that committee. But, I would strongly suggest that there should be a Standing Committee which should meet every month. This Standing Committee must represent at the highest level the Ministry of Commerce and Industry, the Ministry of Food, the Ministry of Steel, Mines and Fuel and also the Ministry of Railways; maybe under the chairmanship of the Minister of Railways. They must meet every month; they must take complete stock of the whole situation and we should know the co-ordinated position. We do not want the Chairman of the Railway Board issuing statements that the Railways have fulfilled their targets and the Controller saying something. I sent a certain letter and that letter has been forwarded to the Controller of Coal Movements. This is the state of affairs. The country will not be satisfied though the departmental heads may derive the satisfaction that they have fulfilled their targets. I therefore dmand that this Standing Committee should be appointed.

Another matter to which I would like to refer is the question of dieselisation. The hon. Minister of Finance has been telling us all the time that he wants a shift from diesel to petrol and that his taxation measures are devised with a view to that end, so far as road transport is concerned. I asked a question whether as a result of his taxation measures there has been any shift. He said that they were not at present in a position to give a really sound picture but they have every reason to believe that there has been a shift. The other day the Minister of Transport told us that the shift has been completely on the other side, that there has been a shift from pertrol to diesel, can absorb more tax please tax it; but do not let the country get wrong impression that we are switching on to a more inefficient type of fuel. If we are short of diesel is there any justification for the Railways now to shift or to switch on to diesel?

The other day the Railway Minister said that we will have to lay 3 or 4 tracts. Have we examined the economy? I do not want vague general statements. We want to know definitely what is the examination which they have made of this important matter. When they are getting a diesel track of 3800 miles what is the economy of that? How is the entire future economy of the country going to be affected by this? What is our diesel requirement and what is the total foreign exchange we are going to spend on it? Has the Cabinet examined it. It is not enough that the Railway Board has examined it. Has the Cabinet come to conclusions? What would be the development so far as the entire economy is concerned?

There are two other matters to which I would like to refer about the working of the Railway Board. Certain hon. Members from the other side said that there has been a cut in the number of Class III and Class IV servants and asked why it should be so and why should there not be a cut in the number of officers. I think the criticism was not very sound. This cut in the number of Class III and Class IV servants in the Railway Board is very much welcome because the Railway Board is not functioning in the field. They are doing planning. When they are doing planning you do not need so many class IV servants, so many chaprasis to be appointed. This is very much welcome. But the Railway Minister also told us that he was going to effect a certain economy in the rest. He made mention of it last time. He said one of the Deputy Directors was being retrenched and further economies are being examined. I do not know whether they have examined the further economies and what those economies are.

I would submit that the Railways will not be able to do really much steamlining of their administration

unless and until they examine the entire structure of working. It is a strong feeling with me that there is unnecessary concentration of work in the Railway Board. It is true that there has been considerable delegation of power, from the General Managers downwards. There has been delegation of power for the efficient working of the Railways but there has been very little release of work. It is a general tendency; I do not blame anybody. The Members of the Railway Board may be very efficient but still ther is an unhappy tendency for the concentration of work and power.

If you refer to the Draft Outline of the Third Five Year Plan you will find that a very pointed reference has been made there that unhealthy tendency in the Secretariat is all over in every Ministry.

The Railways are, fortunately or unfortunately, no exception to that unhealthy tendency of concentrating power. I wish that there is a little relief of work and they concentrate themselves only on important work.

Mr. Chairman: Is he likely to take more time?

Shri Harish Chandra Mathur: Yes, Sir.

Mr. Chairman: He may continue next time.

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SEVENTY-EIGHTH REPORT

Shri Jhulan Sinha (Siwan): I beg to move:

"That this House agrees with the Seventy-eighth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March, 1961."

Mr. Chairman: The question is:

"That this House agrees with the Seventy-eighth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March, 1961."

The motion was adopted.

15.30½ hrs.

ESSENTIAL COMMODITIES (FIXATION, REGULATION AND CONTROL OF PRICES) BILL* *by Shri Narayanankutty Menon.*

Shri Narayanankutty Menon (Mukandapuram): Sir, I beg to move for leave to introduce a Bill to provide for fixation, regulation and control of the prices of commodities which are essential for the life of the community.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to provide for fixation, regulation and control of the prices of commodities which are essential for the life of the community."

The motion was adopted.

Shri Narayanankutty Menon: Sir, I introduce the Bill.

15.36 hrs.

LAND ACQUISITION (AMENDMENT) BILL*

(Amendment by section 4) by Shri Keshava.

Shri Keshava (Bangalore City): Sir, I beg to move for leave to introduce a Bill further to amend the Land Acquisition Act, 1894.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894".

The motion was adopted.

Shri Keshava: Sir, I introduce the Bill.

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*Published in the Gazette of India Extraordinary Part II—Section 2, dated 10-3-61.

15:31½ hrs.

POLITICAL SUFFERERS AID BILL*

by Shri Aurobindo Ghosal.

Shri Aurobindo Ghosal (Uluberia): I beg to move for leave to introduce a Bill to provide aid to the political sufferers.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to provide aid to the political sufferers."

The motion was adopted.

Shri Aurobindo Ghosal: Sir, I introduce the Bill.

15:32 hrs.

ABOLITION OF SUPPLY OF LABOUR THROUGH CONTRACTORS BILL—*contd.*

by Shri Aurobindo Ghosal

Mr. Chairman: The House will now take up further consideration of the following motion moved by Shri Aurobindo Ghosal on the 24th Ferbruary, 1961:—

"That the Bill to abolish the system of supply of labour through a middleman or a contractor be taken into consideration."

Out of two hours allotted for discussion of the Bill, three minutes have been taken on the 24th February, 1961 and an hour and 57 minutes are now available. Shri Ghosal may now continue his speech.

Shri Aurobindo Ghosal (Uluberia): Last time I was stating the difference in status between the contract labour and the other type of labour. Now, I would like to state how this system of employing workers through contractors came into existence. In the early years of the 20th century, the conditions of the worker was so bad and unemployment was not so acute and so it was difficult to recruit workers at the gate. After the First war, unemployment become acute and conditions of the workers also were improved due to the strength of the trade unions and other organisations of workers and it was not difficult to recruit workers at the gate. But for industries which are of a temporary nature or for industries like tea plantations or mines where particular type of workers are required for particular jobs, the help of the intermediaries used to be taken to recruit labourers. There they used to appoint agents or middlemen and they were hired under different names, like sardars, mukaddams, etc. Gradually unemployment became more actue and the supply of labour was more than the demand, one set of businessmen came into existence and they used to hire labourers after taking contract from the main employers. Now they began to make a profit and in the long run these big firms like Messrs Bird and Company same into existence employing thousands of labourers in dlifferent of the country and it is the most profitable concern at the present moment.

The system of employment through contractors is mainly resorted to at the present moment even by firms whose nature of work is permanent in order to avoid the provisions of labour legislation. This system exists in mines. There are two types of works which are done by the contractors. The mine owners directly employ the workers of contractors for works which are of a temporary nature. The second and more damaging and the most exploiting type is the employment of raising contractors. In 1938, in Jharia fields these contractors are responsible for about seventy per cent of the total output and in the Raniganj field for about 40 per cent. Most of the raisings

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 10-3-61.

were used to be done by the raising contractors and they used to receive a fixed payment per ton from the employers and in return they used to recruit workers to mine coal and fill it in the wagons. That was the usual procedure of work as regards raising contractors.

Even in 1960, about 17 per cent of workers engaged in mines are employed through raising contractors. The Royal Commission on Labour recommended its abolition as early as 1931. Even after 30 years, the Govevernment has not made any attempt to abolish the system. In page 119 of the report of the Royal Labour Commission, it says:

> "The greater part of the coal output is obtained with labour working under the raising contractors....Yet the (the manager) has ordinarily no responsibility for the selection of the workers, the distribution of their work, the payment of their wages, or even the numbers employed.
>
> "We believe that, whatever the merits of the system in primitive times, it is now desirable, if the management is to discharge completely the complex responsibilities laid upon it by the law and by equity, that the manager should have full control over the selection, hours of work and payment of the workers. On all grounds, we recommend the gradual suppression of the raising contractor as such, and the substitution of what is known as *sarkari* working."

Side by side, I cite the condition of these contract labourers as it existed in 1959; that is given in page 2 of the Labour Year Book, 1959.

At page 28, you will find the following:

> "A survey conducted by the Chief Inspector of Mines in India revealed that the total number of persons employed through contractors in all coal fields was about 54,700 or about 16 per cent of the total labour employed. The contract labour still formed as high as about 35 per cent. of the total labour in Hyderabad and Karanpura, about 20 to 22 per cent in Madhya Pradesh and Bokaro, about 12 to 13 per cent in Jharia and about 15 to 17 per cent in Raniganj."

So, even after 30 years passed since this report was made, such a high percentage of employment of labour through contractors exists.

In plantations, previously, there was a very good system. The owners an organisation called the Tea Districts Labour Organisation. They used to have several offices in different parts of India, and they used to recruit the workers and send them to the tea gardens so that the workers could not be forced to go to tea gardens. The workers also had some amenities through the organisation. But by 1955 that organisation was almost closed. Now, the recruitment is generally made by the sardars appointed by the tea gardens, and the middlemen have come in to make profits at the cost of the poor people.

In the docks, there is a legal system of contract. The system has been legalised there. There is the stevedors system. But I do not know why and for what reasons that system is still being retained. In reality, they are contractors. After the Dock Labour Board came into existence, the necessity of the stevedores can be easily dispensed with. As regards the Calcutta docks, I would like to submit that there are about 40 stevedores, and they employ about 10,000 workers. The system is that the stevedores make a contract for the rates with the shipping companies and the stevedores pay some amount as wages to the workers as demanded by the Dock Labour Board. Nobody knows what is the rate of payment made by the shipping companies to the stevedores. They say that it is a trade secret, but if the stevedore system is abolished, naturally the workers can have better

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wages, because the big amounts that are being obtained by the stevedores, as middlemen, from the shipping companies can be given to the workers. I do not, therefore, understand why this stevedore system is still being retained in that port. Not only the labour but even the clerks and supervisors in the dock are appointed only through contractors, that is, the stevedores. There are so many departments in the port like the shipping and painting department, where the work is done through contractors. Chipping and painting department is one of the most important departments in the dock, because if chipping and paintaing are not done properly or are not done in time, the ships will be held up and there will much damage done during the voyages. There are about 50 contractors in the Calcutta port who employ about 6000 workers. The labour has been unregistered there and they are called unregistered workers under the dock labour workers' scheme. Here also, the Board can easily take up this function and dispense with the activities of contractors who are for nothing exploiting the workers and getting huge amounts as middlemen.

Now, I come to inland water transport. In the inland water transport system of Calcutta, several thousands of workers are employed for loading and unloading work in so many companies. Some of these workers have put in 15 years of service or in some cases 20 years of service, and the nature of their work is also permanent. The companies always appoint contractors who appoint sardars and who in turn appoint sub-sardars. In that way they engage the labour and it is very difficult for anybody to catch hold of the real employer. Naturally, the worker is not able to get any redress under any labour legislation.

Regarding employment in building and construction work, this is also a field which is the monopoly of contractors. About 90 per cent of the labour is supplied through contractors in this industry. Even in the Central Public Works Department, there were 25,647 contract labour in September, 1957.

The Deputy Minister of Labour (Shri Abid Ali): It should be much more.

Shri Aurobindo Ghosal: Now it is much more. The most sorry state of affairs is that most of the engineering industries in Calcutta are now resorting to the tactics of giving away the whole of their work to contractors in order to avoid the Factories Act, the Industrial Disputes Act and other labour legislation. This practice should be immediately stopped. I have brought forward to the attention of the Government the existence of this phenomenon in the industrial areas of West Bengal but Government have not take any steps to stop such practices. In order to avoid the provisions made for lay-off and retrenchment compensation, and the provisions of the Minimum Wages Act and also for other pieces of labour legislation, they are recruiting the workers through contractors. The Inland Water and Steam Navigation Companies are also carrying out its main job through contractors. This system is being introduced even into items of work which is of a permanent nature, in other industries also.

I would further like to submit that even in highly organised industrial prevails. For example, in the Iron and Steel Works at Jamshedpur the number of contract labour was about 4,500 about five years ago. Now, the number has increased. In all the engineering and metal works in India, contractors and petty jobbers play the role of intermediate employers so that contract labour works side by side with the labour who are under the employment of the management direct, but without the benefit of the latter. Contracts are usually given out for work involving the employment of unskilled manual labour over which supervision

is either very difficult or costly. The most familiar examples of this type are building works, loading and unloading consignments, shunting of wagons, removal of cinders and ashes and stocking of goods in the godowns. But within the factory, where the labour is skilled or unskilled or semi-skilled and where supervision is also not difficult, this work also is allotted to the intermediates in these industrial establishments.

In the cotton ginning and pressing factories in Uttar Pradesh, it is estimated that about 75 per cent of the work is done through contractors. The workers serving under the contractors are working under great handicaps. They are grossly exploited. They are paid low wages, and conversely, the workers who are directly employed by the employers get more wages and more amenities. The workers at the present moment prefer to be employed departmentally than through contractors. If they work under contractors, there is no service condition stipulated; there is no standard prescribed. There are no working hours set; there is no fixation of working hours. The Minimum Wages Act is not applicable to them. Also, there are no housing facilities, and there are no amenities. All these are absent in the case of contract labour. So, contract labour should be discouraged everywhere and altogether eliminated from certain types of work where it now exists.

I would like to cite the opinion of the Royal Commission on Labour on the system of equity labour and contracts. In page 193 of their report, they say:

> "It was stated by the department that the work had been carried out much more expeditiously at a lower cost and that labour was getting a bigger return than it would receive from contractors. Advances were given to recruit labour from a distance and the department bore the losses which arose from defaults by those to whom advances had been given. Experience has shown, however, that labourers are more ready to accept employment departmentally than from a contractor, and the total loss in respect of advances does not seem to be large. This district supplies labour to many industries, and we do not suggest that experience elsewhere will necessarily be similar, but we recommend that the possibilities of the wider application of departmental working should be considered by the Public Works Departments generally. The system of employing labour through contractors on large works is one of very old standing, and with the great changes in conditions in recent years, we are by no means satistified that its advantages are as great as they were in the past."

This was stated by them in 1931.

The present condition of contract labour in India has been given in a nutshell at page 27 of the *Indian Labour Year Book*, 1959. It is said:

> "In Andhra Pradesh, recruitment through the intermediaries like contractors, sardars, etc., existed in certain occupations like construction, but in cases where the technical and the skilled hands were required, the demands were placed with the employment exchanges. In Bombay, the decasualisation scheme for cotton textile workers introduced on a voluntary basis in the cities of Bombay, Ahmedabad and Sholapur since January, 1950, September 1949 and February 1950 respectively continued to be operated and covered about 3,67,000 cotton textile workers.... In Madhya Pradesh, there was no regular scheme of decasualisation, but in the organised sector of the industry the recruitment method was systematised and the the evil of intermediaries was disappearing. In Mysore, recruitment to factories was not being made through the employment exchange and was being

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made directly by the employers themselves. Some important establishments were using intermediaries, *i.e.*, contractors and sardars for their purpose, but the employment exchanges persuaded them to utilise their services.

"In Uttar Pradesh, under the Pool and Decasualisation Scheme operating at Kanpur, 16,405 persons were registered...." etc.

Then, it is further stated:

"The tendency to recruit labour through contractors also persisted particularly in the employments in stone breaking and building operations.... There was no report about introduction of decasualisation scheme in any industry during the period. The system of recruitment of workers through contractors continued to operate in the engineering and manufacturing industries, while the recruitment through jamadars and sardars continued to be in vogue in building industry, bidi factories, kilns and printing presses. In Tripura, the recruitment in building and construction industry and air transport services for loading and unloading was being done generally through sardars and contractors."

Thus, it will be seen that in most of the States, the contractors are playing an important role in exploiting the workers.

Now I come to the legal position. The legal concept of employment involves three ingredients—employer, employee and contract of employment. The employer is one who employs, i.e., one who engages the services of other persons. The employee is one who works for another for hire. Employment is the contract of service between the employer and employee, whereunder the employee agrees to serve the employer subject to his control and supervision. A contractor, in law, is a person, who, in the pursuit of an independent business, undertakes to do a specific job for other persons, without submitting himself to their control in respect of the details of the work.

Such being their respective legal positions, the Industrial Tribunals, the Appellate Tribunals and even the Supreme Court have been pleased to go into the disputes raised by the workers with the contractors and have held that under the law, the workers and contractors have got no employer-employee relationship.

Shri Narayanankutty Menon (Mukandapuram): The Industrial Disputes Act says "directly employed".

Shri Aurobindo Ghosal: I will now give some decided cases. In the case of Parashuram Pottery Works, Dharangadhara *Vs.* its workmen, it was held that no industrial dispute can be raised about persons who are not strictly workmen under the employer, but workmen employed by the contractor. The same opinion was held in TMC and Hopkins and Williams Limited *Vs.* their workmen. In Chintaman Rao *Vs* the State of Madhya Pradesh, the Supreme Court held that coolies employed by an independent contractor are not workers.

Naturally on the basis of these decisions, the workers employed through contractors are not getting any amenities of the regular workers. So, in conclusion, I would like to submit that in order to stop this exploitation, three things should be done: Supply of labour through intermediaries should be abolished. Labour for construction and building and other works which are of a temporary nature either in the private or public sector should be recruited through the nearest employment exchange. Thirdly, no contractor work should be allowed in case of works of permanent nature. If these three principles are adopted in the near future, we shall be able to abolish employment through contractors.

Mr. Deputy-Speaker: Motion moved:

> "That the Bill to abolish the system of supply of labour through a middleman or a contractor be taken into consideration."

Half an hour has been taken by the hon. mover and nine hon. Members want to speak. The hon Deputy Minister will require about 20 minutes and the mover should have about 5 minutes for reply I will allow ten minutes for each hon. Member.

Shri Muhammed Elias (Howrah): My hon. friend, Shri Ghosal, has stated the recommendations of the Royal Commission which reported in 1931. Our Planning Commission in 1954 has recommended in this respect that contract system must be abolished. I am reading from the *Indian Labour Gazette*:

> "So far as contract labour was concerned, the major problems related to the regulation of their working conditions and ensuring them continuous employment. For this purpose, the Planning Commission suggested that action should be taken to:—
>
> (i) undertake studies to ascertain the extent and the nature of the problem involved in different industries;
>
> (ii) examine where contract labour could be progressively eliminated. This should be undertaken straightaway;
>
> (iii) determine cases where responsibility for payment of wages ensuring proper conditions of work, etc. could be placed on the principal employer in addition to the contractor;
>
> (iv) secure gradual abolition of the contract system where the studies show this to be feasible, care being taken to ensure that the displaced labour is provided with alternative employment;
>
> (v) secure for contract labour the conditions and protection enjoyed by other workers engaged by the principal employer; and
>
> (vi) set up a scheme of decasualisation, wherever feasible."

16 hrs.

These are the recommendations of the Planning Commission and according to these recommendations, Government set up a number of investigation committees. Those committees investigated this matter in various industries like petroleum industry, iron ore industry, plantaton industry, etc. I am not going to repeat all those things which Shri Ghosal has already stated. The enquiry committees which have enquired into these matters have come to the following conclusion. What are those conclusions? Why do the employers employ the contractor for recruiting workers? For the simple reason they want to avoid the facilities which are given to the daily paid workers. So, these facilities which have been incorporated in the labour laws passed by the legislatures are being deprived by the contractors to these contractor-employed workers. These things have been achieved by the workers in our country for the last hundred years by giving their blood, by giving their life and these are the things which come under the Regulations—system of employment, system of recruitment, wages and earnings, dearness and other allowances, profit-sharing, bonus and other benefits, hours of work and rest, overtime, weekly rest, holiday with pay casual leave sick leave, privilege leave, leave for national festivals, medical facilities, educational and recreational facilities, accident compensation, maternity benefit, provident fund and gratuity, retrenchment benefit and retirement benefit. These are the rights which are enjoyed by the daily-paid workers and they are being deprived from the contractor-employed workers. That is why the employers employ contractors; so that, they may not give

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these benefits to the workers. The condition of the contractor-employed labour is such that they are worse than slave labour employed by the slave-owners in the medieval age. At least the slaves had their own houses, shelter and guaranteed food. The contractor-employed workers have to work for more hours than that of the daily-paid workers.

Now construction work is going on throughout the country like DVC, Bhakra Nangal etc. As soon as one project work is finished, the contractor retrenches the workers without giving any compensation. Then the workers have to go round from one place to another, 50 miles or 100 miles away, with family and again secure employment under a contractor. That work will also be finished within a month or two and then he has to move to some other place. In this way, they go on from place to place. They have got no home and they have got no place to take their shelter. So, this way the condition of the contract labour is worse than that of the slaves of the medieval age. So, the time has come, and it is absolutely necessary, to abolish this worst system.

My other friends will reveal how through this system corruption is being increased. By perpetuating this system we shall not be able to root out corruption. Everywhere we see that the contractors give bribe to get the contract, and that is much more so in the Government departments. Government is the biggest employer now in our country and it is Government which is encouraging this system by employing contractors, or giving work to the workers through the contractors. That is why corruption is increasing day by day. It is a growing menace in our country which should be stopped.

As was done by Shri Ghosal, I want to give certain examples. You will be astonished to know that in the manganese and iron ore mines out of the total number of workers, those who are employed through the contractors amount to nearly 80 per cent. The position is the same in other mines also. The workers are employed through contractors in the cotton ginning and balling industry and many other industries. I do not want to take much time of the House by mentioning all those industries where contract labour are employed.

Coming to some big factories, the most important factories are those of the engineering industry. In this industry, Government has taken over two big ship-building and repairing facories—Mazagon and Garden Reach Workshop. I have tabled one question as to how many workers are employed in the Garden Reach Workshop through contractors and I have not yet got an answer from the Labour Minister. We find that in almost all departments workers are employed through the contractors. This is an important factory which has been taken over by the Government, and even here the workers are employed through contractors in industries like textile, jute, steel factory and road building, everywhere we find that workers who are highly-skilled and who are very experienced in construction work are employed through contractors.

My hon. friend, Shri Ghosal, has referred to some legal complications and said that some tribunals have also recommended the abolition of this system in many places. For instance, in the Premier Automobiles Factory, there was contract system.

Mr. Chairman: The hon. Member should conclude.

Shri Muhammed Elias: The hon. Deputy-Speaker has stated that I will have ten minutes. I have taken only five minutes.

Mr. Chairman: He will have two more minutes.

Shri Muhammed Elias: I shall take five more minutes.

In the case of the Premier Automobiles Factory workers the tribunal

has suggested the abolition of contract labour. In another factory in Bombay, the Kandivli Metal Works, the management pleaded before the industrial tribunal that it is their fundamental right guaranteed by the Constitution to employ contractors. But the Tribunal overruled the preliminary objection raised by the company that the demand by the workmen infringed the fundamental right of the company as employer under the Constitution. In this connection, the Tribunal cited the decision in the case of the Premier Automobiles Ltd., Bombay, wherein it had been held that there was no inherent right for employers to employ contract labour. The present Tribunal held that the contract system which the labour sought to get abolished in this reference, could not be allowed to continue. In this way, the Tribunal has given its verdict and directed the company to abolish the system of contract labour. The Tribunal also directed that the company should, in consultation with representatives of the union, fix the wages of these workers according to the categories in which they were placed in view of their seniority and length of service, skill, etc. Many tribunals and the Appellate Tribunal have in their verdict held that the contract system must be abolished where the work is of a permanent nature.

So, I would urge upon the Government to abolish the contract system immediately. If this system is allowed to go on, our workers, those who are working for the reconstruction of our country, will suffer very much and the workers will not be enthused to work more to build up our country. Also, the rights of the workers, which they have achieved through vigorous struggle, are being denied to these workers. So, it is the duty of the Government to accept right now the model Bill which has been moved by my hon. friend, Shri Ghosal, to do away with the contract system of labour in our country.

Shri S. M. Banerjee (Kanpur): Mr. Chairman, I support the Bill moved by my hon. friend, Shri Ghosal, whole-heartedly. In the Statement of Objects and Reasons, he has mentioned:

> "In order to avoid the payment of legal benefits that have accrued to the workmen through different labour legislations, the employers have resorted to the tactics of employing labour through a middleman or a contractor. This is one of the worst types of exploitation of the working class and a huge amount of money which the workers could have received in the shape of wages is pocketted by the middleman. The object of this Bill is to put an end to this sort of practice. Hence this Bill."

I will confine my speech to some of the industries in the public sector. I have been demanding in this House the abolition of contract system in the Military Engineering Service, which is called MES and which is under the Defence Ministry. Because of the contract system in this particular department, the entire organisation of MES, which should have been called the Military Engineering Services, is being called the Money Eating Service.

Every body in this House and in the country knows that these contractors are making huge profits out of these contracts. I would suggest that either the hon. Minister of Labour or the hon. Defence Minister visits certain places where new quarters for Defence employees have been constructed by contractors. I am not exaggerating matters, but I can say with confidence that the plaster in those quarters can be scrapped not by any sharp instrument but by nails. One can do that. We exhibited this before the Chief Engineer, Kanpur. If this is actually the state of affairs and if such cement and such material has been issued for those quarters, I do not know what is going to be the

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life of these quarters which have been constructed there.

For your information, Sir, I may mention that when things are done by departmental labour, it is permanent, more stable and, last but not the least, cheap. The Amar Project was constructed by armymen themselves with the help of some civilian personnel in Defence. The Amar Project has been hailed by all sections of the people in this country. For the construction of this project in Ambala one of our Lieutenant-Generals has been given the highest award in the country by the President. On the other hand, when we compare the construction of Amar Project with a newly constructed building in Lucknow for the office of the Chief Engineer, Eastern Command—the name of the building is *Suryodaya*, that is, sunrise—we find that within six months of its construction this building has been converted into sunset and has started leaking. The plaster has completely fallen. They spent a huge amount of money to repair that newly constructed palatial building, called *Suryodaya*.

So, my submission is that the contract system should be abolished. The Bill also says that at least the labour should not be supplied by contractors. If Government feel that the abolition of the contract system may not be possible immediately, at least it should be minimised.

Take the case of the CPWD. What is happening in the C.P.W.D.? Construction work in this country has increased during the Second Five-Year Plan period and is going to increase during the Third Five-Year Plan period. What will happen to these palatial buildings which are being constructed by the contractors, I wonder. I therefore request the hon. Minister....

Shri Narayanankutty Menon: Who is sleeping under the lullaby of your speech.

Shri S. M. Banerjee: ....kindly to accept this Bill.

Shri Narayanankutty Menon: There is only one Deputy Minister and he is sleeping.... (Interruption).

Shri S. M. Banerjee: When they talk of nationalisation, when they talk of eliminating the middlemen, I expect that such a Bill should be piloted by the hon. Labour Minister. But I am not very optimistic about the acceptance of this Bill. I know that it is going to be rejected because it is a question of principle. Unfortunately, the ruling party in this country is deviating fast from its principles.

An Hon. Member: No, no.... (*Interruption*).

Shri S. M. Banerjee: They talk of socialism. I will quote one instance. Some years back there was a talk in the country that we want to eliminate the middleman from the foodgrains business. In this House and in the other House, broad announcements were made by not less than the hon. Prime Minister and other hon. Ministers including the hon. Food Minister saying that we are going to introduce State trading in foodgrains and that the object was to eliminate the middleman. But what happened? The scheme was not introduced and the middleman even today is in the midst of the ruling party and the Government. It is very difficult for them to eliminate the middleman. I understand that. That is why I am not very optimistic about it. But I will only request the hon. Minister to consider this point seriously.

Now that the Defence Department is constructing roads on the border with the help of other ministries, if it is done by contractors and if they supply the labour for it, I am afraid that those roads may also meet with the same fate as the quarters constructed recently for the Defence Ministry.

One point more and I have done. My hon. friend, Shri Aurobindo Ghosal, has mentioned about the coal mines and the stevedore system. I am surprised, when actually the Dock Labour Board is functioning in almost all the big places, like, Calcutta, Madras and Bombay, what the use of stevedores is. My attention was drawn to the fact that there are very important persons belonging to the ruling party who are members of the Legislative Council in Calcutta and who are members of this particular association run by the stevedores. If this is so, is it because they want to bring pressure on the Government to see that labour should be supplied only by them? The Dock Labour Board has decided to supply men or the supervisory and clerical cadres and labour to the docks. What is the use of stevedores then? I would request that they recapitulate the promises made to the people about socialism and eliminating the middleman and at least do it in certain departments so that the people may feel that there is something good in the Government and that whatever they talk, at least they try to implement some things.

With these words, I once again support this Bill and request the hon. Deputy Minister kindly to accept it.

Dr. Melkote (Raichur): Mr. Chairman, Sir we, on this side, have been asking the Government, if I remember correctly, for over ten years for the aboltion of this contract labour If I remember correctly, somewhere about 1955 the Government convened a meeting of Ministers and others to consider this question. We expected that the Government would have a Bill possibly in a few years for the abolition of this contract labour.

We are one with the hon. Mover of this Bill in asking the Government to move, as quickly as possible, a Bill for its abolition, if it has not so far been abolished. We are again one with the Opposition in saying that contract labour is one of the most vicious system that is exiting in India today, the abolition of which at the quickest possible moment would be most welcome to every section of labour.

This is using strong language, but the situation demands it. It is known to everyone who is working in the field of labour that contract labour is labour taken by contractors in order to exploit labourers to the maximum. It may be that the employer, whoever he may be, whether it is the public sector or the private sector, gets his work done and thinks that he gets his work done at a cheaper rate. But this is far from the truth. So far as the labourer himself is concerned, he offers his labour, because the employment potential is so meagre in this country, at such a cheap rate that existence is almost impossible as he has got to maintain a family and the stomach demands that he gets employed. The contractor, while saying that he pays him the minimum wage, pays him much less. He takes his signature and pays him a wage which is less than the minimum wage.

Apart from this, most of these employing agencies accept this kind of contract labour because they feel that the ultimate product comes cheap to them and they can compete in the market, both internal and external. This is a most vicious thing. The standard of living has got to be raised in this country. We have been asking for it. The minimum wage level in other countries, whether it is Germany or France, remains at about Rs. 650 per month. In Sweden and Switzerland it is more than Rs. 750 a month. Even in Australia it is somewhere about Rs. 650. Nobody gets himself employed for less than Rs. 1,000 a month on an average. We in this country have been fighting for a few rupees and the contractor employs this type of a person who does not get even a couple of rupees per day. This is being encouraged by many of the private agencies and the Government is willy nilly carrying on with the game.

[Shri Melkote]

We have been feeling very strongly in this matter and almost at every one of these annual national conferences we have been moving that this contract labour should be abolished immediately, whether it is in the building sphere or in the dock labour sphere or in other sections of employment. To say that Government should find it difficult is not a very good thing. To say that in certain sections of work contract labour is still desirable is not good. So far as I am aware both the hon. Deputy Minister and the hon. Minister of Labour have been doing their very best in order to remove it. As to where the trouble arises and why it has not been removed, I have never been able to understand. All that I would plead is that facts and figures can be placed galore that contract labour still takes even today more than fifty per cent. of the labour potential, and it is the middleman who has been enjoying the fruits of this labour. Figures have been quoted here, I would not like to go into the details of them, as there are still a number of speakers. All that I would like to say is that Government should move at the earliest and try to get it abolished, so that the labourer enjoys all the fruits of his labour.

श्री जांगड़े (बिलासपुर) : सभापति महोदय, हम इस देश में समाजवादी समाज की रचना की ओर ध्यान देते हैं और यह हमारा उद्देश्य है, तो हमको देखना चाहिए कि इस समाजवादी समाज की रचना में बाधक कौन है । समाजवादी समाज की रचना का खयाल जब तक गरीबों के बीच में नहीं पहुंचता और मजदूरों के बीच में नहीं पहुंचता, तब तक समाजवादी समाज की स्थापना नहीं हो सकती ।

रूरकेला, भिलाई और दूसरे स्टील के कारखानों में जहां हजारों मजदूर काम करते हैं, वहां हमने देखा है कि अभी ठेकेदारों के द्वारा मजदूरों को भरती किया जाता है । ठेकेदार उनको यह प्रलोभन देकर ले जाते हैं कि तुमको दो रुपया तीन रुपया रोज मजदूरी मिलेगी, लेकिन वहां जाने पर महीनों उनको वेतन नहीं मिलता । मैं आपको बतला सकता हूं कि मेरे जिले से हजारों आदमी आपके लोहे के कारखानों में काम करने जाते हैं । महीनों काम करने के बाद उन्हें कुछ दिनों तो वेतन मिलता है उसके बाद उनको हफ्तों का वेतन नहीं दिया जाता है और वह बेचारे निराश होकर लौट जाते हैं और उनके पगार का जो पैसा होता है वह ठेकेदार हजम कर जाते हैं । हीराकुड में भी, मैं बतला सकता हूं, हजारों मजदूरों को ठेकेदार ले गए और उनका शोषण किया । लेकिन उन ठेकेदारों को जब ब्लैक लिस्ट करने का मौका आया तो उनको ब्लैक लिस्ट नहीं किया गया और वह फ्लरिश कर रहे हैं ।

न्यूनतम मजदूरी का कानून बन गया है लेकिन दुःख का विषय है कि ठेकेदार लोग उसको तोड़ कर मजदूरों को भरती करते हैं । मजदूरों को जो रोजाना एक रुपया या डेढ़ रुपया मिलता है वह भी उनके पास नहीं रहने पाता । ठेकेदार मजदूरों की बस्ती के आस पास शराब की दुकान और सिनेमा आदि का जाल फैला कर वह पैसा भी उनकी जेब से निकाल लेता है और उनके पास कुछ नहीं रहता और जब वह स्वदेश लौटते हैं तो उनके पास खाली पेटी और गन्दे कपड़े ही होते हैं । जब तक कांट्रेक्ट लेबर का सिस्टम रहेगा तब तक हमारे मजदूरों का हित नहीं हो सकता । आप चाहे कानून में दो रुपया या तीन रुपया रोज मजदूरों के लिये मजदूरी निश्चित कर दें लेकिन ठेकेदार उनको एक रुपया भी नहीं देगा । मैं तो समझता हूं कि उनको आठ आना रोज भी नहीं मिल पाता । अगर ठेकेदार उनको चार महीने के लिये एम्पलाय करता है तो दो महीने का वेतन उनको देता है और

बाकी दो महीने का वेतन स्वयं हजम कर जाता है । तो इस तरह से मजदूरों का हित नहीं हो सकता ।

कंट्रेक्टर के नीचे और पैटी कंट्रेक्टर होते हैं और उसके बाद फिर मजदूर आता है । इस तरह के मिडिलमैन बीच में बैठे हैं जिनके कारण मजदूरों का हित करने की सरकार की सारी योजनाएं समाप्त हो जाती हैं । उनके आगे कानून ठंडा पड़ जाता है और मजदूर गरीब होता जाता है और ठेकेदार लखपती बन जाता है । मैं ऐसे ठेकेदारों को बतला सकता हूं जिनके पास आज से दस साल पहले ३ हजार रुपया भी नहीं था लेकिन आज उनके पास ३ लाख रुपया है । अगर एक मजदूर को एक रुपया रोज मिलता है तो ठेकेदार को एक-एक मजदूर के पीछे दो-दो और तीन-तीन रुपया रोज बच जाता है । अगर एक हजार मजदूर काम करते हैं और उनको एक हजार रुपया रोज मिलता है तो ठेकेदार को तीन, चार हजार मिलता है । यानी आधे में हलधर और आधे में सब जग । सारे मजदूरों की कमाई एक तरफ और अकेले ठेकेदार की कमाई एक तरफ । जब तक ठेकेदारों को मजदूरों का शोषण करने से रोका नहीं जाएगा तब तक समाजवादी समाज की स्थापना नहीं हो सकेगी । आज जो स्थिति है उसके रहते हुए हम मजदूरों को नहीं पनपा सकते । यह तरीका एकदम बेबुनियाद है और इसको जल्दी से जल्दी खत्म किया जाना चाहिये ।

दिल्ली कारपोरेशन में हमने देखा है कि हजारों मजदूर ऐसी झोंपड़ियों में रहते हैं जिनमें आदमी का रहना मुश्किल है । हमने लेबर कोआपरेटिव सोसाइटीज बनाई और उनको रजिस्टर करवाया, लेकिन उसके बाद तरह-तरह के दांव पेच आए और दिल्ली कारपोरेशन ने ठेकेदारों को ठेके दे दिये और लेबर कोआपरेटिव्स को नहीं दिये जितने टेंडर ठेकेदारों के स्वीकार किये जाते हैं उतने मजदूरों की कोआपरेटिव्स के नहीं किए जाते । इस तरह से हमारे जो मजदूर हैं वे सदा ही मजदूर रहते हैं । अगर हम मजदूरों का जीवन स्तर बढ़ाना चाहते हैं, यदि हम चाहते हैं कि वे भी सभ्य मनुष्य की तरह रहें, तो हमें जल्दी से जल्दी ठेकेदारों के द्वारा मजदूरों की सप्लाई के तरीके को खत्म करना चाहिए । ठेकेदार जो अभी मिडिलमैन बन कर मजदूरों का रुपया हड़प कर जाता है इसको रोकना चाहिए । मैं चाहता हूं कि पीनल कोड द्वारा इस प्रकार कि इस प्रकार के ठेकेदारों को सजा दी जाए, उनको ब्लैक लिस्ट कर दिया जाए और उनको भविष्य में कोई ठेका न दिया जाए, तब जाकर ठेकेदारों द्वारा शोषण समाप्त होगा और मजदूरों का हित होगा । अभी यह हो रहा है कि क आदमी धनी हो जाता और हजारों आदमी गरीब बने रहते हैं । इस तरफ आपको ध्यान देना चाहिये ।

हमारे श्रम मंत्री जी इस समय यहां बैठे हैं जो कि श्रमिकों के लिए काम करते हैं । मुझे मालूम है कि उन्होंने अनेक स्थानों पर जैसे झरिया आदि में इस ठेकेदारी प्रथा को खानों में बन्द किया है । मैं चाहता हूं कि अगर प्राइवेट अंडरटेकिंग्स में संभव न हो तो कम से कम सरकारी अंडरटेकिंग्स में तो ठेकेदारों द्वारा लेबर सप्लाई की प्रथा को खत्म कर देना चाहिए । इतनी ही मेरी प्रार्थना है ।

अन्त में मैं इस बिल का समर्थन करता हूं ।

श्री अर्जुन सिंह भदौरिया (इटावा) : सभापति महोदय, मैं इस एबालीशन आफ लेबर कंट्रेक्ट बिल या ठेकेदारी प्रथा विनाश या मिटाओ बिल के समर्थन में कुछ कहना चाहता हूं ।

प्रश्न यह उठता है कि आखिर इसका समर्थन क्यों किया जा रहा है ? संसार में

[श्री अर्जुनसिंह भदौरिया]

दास प्रथा या गुलामी प्रथा के बाद आज यह ठेकेदारी प्रथा नये रूप में हमारे समक्ष उपस्थित है। एक युग था जब लोगों को गुलाम बना कर के रखा जाता था। लोगों को बाजारों में पशुओं की भाँति बेचा जाता था और उनके साथ मवेशियों और पशुओं की तरह ही व्यवहार किया जाता था। लेकिन उसके खिलाफ लड़ाई हुई और वह प्रथा मिटी। लेकिन आज भी अगर हम गम्भीरता से देखें और जिस प्रकार मजदूरों का शोषण होता है उस पर गौर करें तो साफ जाहिर होता है कि मौजूदा कंट्रेक्ट लेबर का जो सिस्टम है हूबहू उसी दास प्रथा का नया रूप है। अब पूंजीपतियों ने इसको एक सुन्दर नया रूप दे दिया है।

देश में अगर एक नये समाज का निर्माण करना है, अगर एक नये समाजवादी समाज की तामीर करना है तो बिना इस गुलामी की प्रथा को मिटाये हुए हम अपने इस मुल्क के अन्दर नये समाज की कल्पना ही नहीं कर सकते हैं।

श्रीमन्, अब प्रश्न उठता है कि यदि कंट्रेक्ट लेबर को मिटा दिया जाये तो फिर मुल्क के अन्दर बड़े-बड़े आसमान छूने वाले कंट्रेक्ट लेबर को मिटा दिया जाए तो फिर मुल्क के अन्दर बड़े-बड़े काम किस प्रकार से हों, कैसे बांध बने, कैसे पटरियां बिछाई जायें, कैसे और दूसरे पुल और बड़े-बड़े आसमान छूने वाले महलों का निर्माण हो। आप देखें तो इसका उत्तर अपने में बिल्कुल साफ है। सबसे पहले आप रेलवे को लें तो आप देखेंगे कि हिन्दुस्तान में पहले भी रेलवे के बड़े-बड़े पुल बने और आज भी बनाए जा रहे हैं। उनको कौन बनाता है? उनको रेलवे इंजीनियरिंग विभाग बनाता है। वही विभाग उससे भी कठिन कार्य पटरियों को बिछाने का भी कार्य करता है। लेकिन जब मकानों के बनवाने की जरूरत होती है तो वह काम ठेकेदारों के द्वारा ही कराया जाता है तो उसके मेनटिनेन्स के लिये वही इंजीनियरिंग विभाग काम करता है। जब बड़े-बड़े पुल इंजीनियरिंग विभाग बना सकता है और पटरियां बिछा सकता है, और मकानों का मेनटिनेन्स कर सकता है, तो मकान भी क्यों नहीं बना सकता? बना सकता है, लेकिन संसार में समाजवादी समाज की कल्पना करने वाली यह सरकार क्यों नहीं अभी तक इस दास प्रथा को मिटाने के लिये एक कदम आगे बढ़ाती है। इस तरह से अगर हम सेना को और एम० ई० एस० पर गौर करें तो फौज के अन्दर मिलेटरी इंजीनियरिंग सर्विस जो मौजूद है वह अपना सब काम करती है। लेकिन फिर भी मकान बनाने और दूसरे कामों के वास्ते जब जरूरत पड़ जाती है तो उस काम को ठेकेदारों को भी दिया जाता है। अभी इस पर काफी दिनों से इस बात की चर्चा चली आ रही है कि फौज वाले, रेलवे विभाग या जिस तरीके से केन्द्रीय पी० डब्ल्यू० डी० अपना काम करते हैं तो उस काम को और बढ़ाया जाये। जिस तरीके से कंट्रेक्टर, ठेकेदार या बीच के लोग भवन निर्माण का काम करते हैं तो क्या यह केन्द्रीय सार्वजनिक निर्माण विभाग ऐसे काम की जिम्मेदारी नहीं ले सकता? मैं समझता हूं कि वह यह जिम्मेदारी ले सकता है और इससे सरकार का धन बचेगा, राष्ट्र को धन मिलेगा, मजदूरों का शोषण रुकेगा और मजदूरों को जो दूसरी सुविधायें अर्थात् उनकी छुट्टियों, दवादारू, उनके रहने की माकूल व्यवस्था और उनके मनोरंजन के लिये जो सुविधायें उनको प्राप्त होनी चाहियें वह सब प्राप्त होगी और जब मुल्क का वह पिछड़ा हुआ अंग शोषित अंग जो सताया हुआ और दबाया हुआ अंग है अगर उसे सब सुविधायें प्राप्त होंगी तो उसके मन की कली खिल उठेगी और वह फिर राष्ट्र को ऊंचा उठाने के लिए जो कुछ भी कर सकता है वह फिर राष्ट्र को ऊंचा उठाने

के लिये जो कुछ भी कर सकता है उसे करने के लिये सदैव तैयार रहेगा ।

अब श्रीमन्, जरा बन्दरगाहों पर होने वाले काम पर गौर किया जाये । कलकत्ता, कोचीन, बम्बई और मद्रास उन चारों बन्दरगाहों में देखें तो वहां पर डौक लेबर बोर्ड बन चुका है लेकिन उस डौक लेबर बोर्ड बन जाने के बावजूद भी आज भी वहां पर स्टैवेडोर बना हुआ है और जिनकी कि सारी संख्या इस मुल्क के अन्दर ७०, ७५ से अधिक नहीं है और हर साल उनको लोडिंग अनलोडिंग से जो इनकमज होती है वह लगभग ५ करोड़ रुपये के होती है । किसी समय में आज से ८–१० वर्ष पूर्व तक यह स्टैवेडोर जहाज कम्पनियों को सीधे मजदूर सप्लाई का काम करते थे, माल चढ़ाने और उतारने का काम करते थे और आज भी करते हैं । परन्तु अब लेबर उनके पास न होकर वह मजदूरों को डौक लेबर बोर्ड के द्वारा लेते हैं । यह स्टैवेडोर लेबर बोर्ड के पास लिखते हैं कि हमको इतने मजदूरों की जरूरत है और यह डौक लेबर बोर्ड ही जहाजों पर अपने मजदूर भेज देते हैं । बोर्ड केवल मजदूरों को ही नहीं भेजता बल्कि सुपर-वाइजर्स और क्लर्कों को भी भेजता है । अब मजदूर डौक लेबर बोर्ड सप्लाई करें, जब कि सारी की सारी योजना, सामान किस तरीके से चढ़ाया जाये और सामान किस क्रम में चढ़ाया जावे, जब यह हमारी योजनायें तैयार करता है तो फिर इन स्टैवेडोर की क्या जरूरत है ? लेकिन मजे की बात यह है कि डेढ़ मिटाने की जरूरत समझते हुये भी सरकार आज अपनी आंखों में पट्टी बांधे बैठी हुई है । यह बोर्ड काम खराब होने पर मजदूरों को सजा भी देता है और अच्छा काम होने पर बधाई भी देता है । सजा देने में निकाल भी देते हैं लेकिन बधाई केवल कागज पर देते हैं और फिर भी बोनस नहीं देते हैं । अब जब सभी काम वह अकेला डौक लेबर बोर्ड करता है तो फिर इन स्टैवीडोरों की क्या आवश्यकता है ? मैं श्रीमन्, आपके द्वारा इस सरकार से और खास कर डिप्टी लेबर मिनिस्टर साहब से दरख्वास्त करूंगा कि कम से कम इन स्टेवीडोरों को हटाया जाये कि हमारे मुल्क के अन्दर या तो लेबर मिनिस्ट्री के पास या सरकार के किसी दूसरे विभाग के पास ४, ५ करोड़ रुपया बच कर आ सके ।

वशिष्ठ कमेटी की रिपोर्ट के अनुसार यह स्टैवीडोर सिर्फ एक ही काम करते हैं और वह है सिर्फ मुनाफा कमाने का काम । सन् १९५५ में स्टैवीडोर को बन्दरगाहों की तहकीकात के लिए सरकार की तरफ से एक कमेटी बनाई गई थी जिसको कि वशिष्ठ कमेटी कहते हैं । उस वशिष्ठ कमेटी ने रेट्स भी बताए हैं । कलकत्ते में एक टन के पीछे खाली माल चढ़ाने पर एक रुपया साढ़े १५ आने मुनाफा मिलता है, बम्बई में एक टन माल चढ़ाने या उतारने के पीछे १ रुपया साढ़े १३ आने मुनाफा लिया जाता है और इस तरह औस प्राफिट द्वारा लगभग साढ़े ५ करोड़ के करीब पड़ता है । कलकत्ता, कोचीन, बम्बई और मद्रास इन चार बन्दरगाहों पर जो माल चढ़ाया और उतारा जाता है उसका औसत माल में करीब ढाई करोड़ टन के पड़ता है अर्थात् इन चारों बन्दरगाहों पर एक साल में ढाई करोड़ टन माल चढ़ता उतरता है । इस पर स्टैवी-डोरों को जो मुनाफा होता है वह कम से कम लगभग साढ़े चार करोड़ या साढ़े ५ करोड़ रुपये के होता है । अब यह साढ़े ४ करोड़ या साढ़े ५ करोड़ का जो मुनाफा होता है वह सिर्फ मुल्क के ७० व्यक्तियों अथवा

[श्री अर्जुनसिंह भदौरिया]

७० फर्म्स के पास जाता है। अब एक तरफ तो करोड़ों मजदूर जो कि अपना खून पसीना बहाते हैं और २४ घंटे में १२, १२ घंटे और १८, १८ घंटे लगातार काम करते हैं और दूसरी तरफ वे ७० व्यक्ति हैं और यह कहां का न्याय है ? यह साढ़े पांच करोड़ का मुनाफा उन मुट्ठी भर आदमियों या ७० फर्म्स के हाथों में जाय यह कहां का इन्साफ है ? हमारे करोड़ों मजदूर आज भी भूखे और नंगे हैं जब कि यह लोग ऐश करते हैं। जहां यह मुनाफा सारा का सारा उन व्यक्तियों की जेबों में जाता है वहां जो इनकम टैक्स सरकार को इन से वसूल होना चाहिये वह भी वसूल नहीं होता है। मैं पूरी जानकारी के साथ कहता हूं कि कलकत्ते के यह स्टैवीडोर सरकार को एक छदाम भी इनकम टैक्स का नहीं देते हैं। अलबत्ता इनकम टैक्स के हाकिमों को यह लोग खुश करते रहते हैं। उनको जरूर इनडाइरेक्टली अथवा अप्रत्यक्ष रूप से कुछ न कुछ लाभ पहुंचता रहता है। यदि इनको हटा दिया जाय तो यह रकम लेबर मिनिस्ट्री या फिर ट्रान्सपोर्ट मिनिस्ट्री के पास आ सकती है।

इस निर्मोही सरकार ने जो सुपारी, मिट्टी का तेल और खैनी तम्बाकू पर जो टैक्स लगाया है, यदि इन स्टैवीडोरों को समाप्त कर दिया जाये तो फिर इन टैक्सों को लगाने की जरूरत नहीं पड़ेगी और गरीब और अधिक गरीब होने से बच सकता है।

मैं यह भी बतलाना चाहता हूं कि रानी एलिजाबेथ के देश लन्दन में और श्रीमती भंडारनायक के देश कोलम्बो में कोई भी स्टेवैडोर नहीं है। बर्ड कम्पनी कलकत्ते के अन्दर पहले यह अंग्रेजी फर्म थी। वह माल चढ़ाने और उतारने का काम करती थी। करोड़ों मन हर हफ्ते माल चढ़ता और उतरता था वह सारा का सारा काम अब पोर्ट कमिश्नर के मार्फत ही होता है। ऐसा होने से काम अच्छा होता है और मुनाफा भी होता है। हमको वहां से प्रेरणा मिलनी चाहिए, नसीहत लेनी चाहिए और देखना चाहिए कि हम अपने मुल्क के अन्दर इस बात का एक्सपैरीमेंट या प्रयोग करें कि आया हम इस काम को सफलतापूर्वक कर सकते हैं या नहीं कर सकते हैं। अब वह सारा काम पोर्ट कमिश्नर करे और उसके परिणाम स्वरूप काम अच्छा होगा और मुनाफा भी होगा। इस मुनाफे को पोर्ट के निर्माण और मजदूरों के हित में खर्च किया जा सकता है। जब इस मुल्क से जमींदारी प्रथा को मिटा दिया गया है तब फिर क्या कारण है कि यह ठेकेदारी

16.39 hrs.

[MR DEPUTY-SPEAKER *in the Chair*]

प्रथा आज भी हम लोगों के बीच विद्यमान है ? डौक लेबर बोर्ड या फिर पोर्ट कमिश्नर इस काम को ले और अपने बन्दरगाहों के निर्माण में अधिक से अधिक पैसा खर्च करके उनको नया रूप दिया जा सकता है। जिस वशिष्ठ कमेटी का मैंने अभी जिक्र किया था उस कमेटी के एक माननीय सदस्य श्री विश्व नाथ दुबे ने भी अपनी योग्य राय में जो विरोध नोट लिखा है उसमें उन्होंने सिफारिश की है कि स्टैवीडोर को हटा दिया जावे और इस काम को डौक लेबर बोर्ड या पोर्ट कमिश्नर के अपने हाथ में ले ले। उस नोट आफ डिस्सैंट समर्थन में एक दूसरे माननीय सदस्य ने भी हस्ताक्षर किये हैं। कमेटी अपनी रिपोर्ट देती है और उस रिपोर्ट में इन ठेकेदारों को हटाने की सिफारिश करती है परन्तु मुझे दुःख है कि उस पर अभी तक इस सरकार ने कोई गौर नहीं किया है। ठेकेदारी प्रथा से मुल्क का अहित हो रहा है, राष्ट्र का हो रहा है। अगर हम इस ठेकेदारी प्रथा को मिटाने का कुछ प्रयत्न करें और अगर यह प्रथा मिटे, तो मजदूर खुश होंगे, मजदूर यूनियनों का सहयोग प्राप्त होगा और

सरकारी अधिकारियों को भी अपनी एफ़िशेन्सी और योग्यता दिखाने का अवसर प्राप्त हो सकता है ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं ।

Shri D. C. Sharma: (Gurdaspur): The history of labour in this world is a very painful and chequered history. The Middle Ages gave us what we call slave labour, and I think slave labour is existing even now in some parts of India, as for instance, Rajasthan and NEFA. Of course, we are trying to abolish this kind of slave labour there.

Then, we have indentured labour, and I think the history of South Africa and our connections with it show what indentured labour has done there, and what fruits we are reaping even now.

But more than these, there is contract labour. I think this is one of the gifts of imperialism to us, to India and to all the countries of the world, wherever colonialism and imperialism have had their sway. Take the case of Angola. In Angola, you find that most of the people are recruited as slave labour or as contract labour, and they get to South Africa. In Angola, there is a lot of agitation at this time, because these contract labour people are in great trouble.

One of the gifts which the British Government gave to India is the contractor. I am very happy that most of these contractors are now joining the Swatantra Party, and I am very happy also that most of them are occupying very exalted positions there.

Shri Narayanankutty Menon: There is a large number in the hon. Member's party.

Shri D. C. Sharma: I cannot understand why while putting up with the contractors, we should endure the system of contract labour. I have listened to the speeches and I find that it is to be found everywhere. Even the floor of this House, the Lok Sabha, on which I am speaking today, is the product of the work of contract labour. You cannot escape contract anywhere in India.

What pains me most, and what shocks me most and what humiliates me most is this that this contract labour is a pervasive disease. It is a disease which is slowly creeping in India, and in spite of our best efforts, we have not been able to put an end to this disease. It enters Government precincts, it enters private buildings, and it enters everywhere. I do not know what we are going to do to abolish this. But I feel that this is a social disease and an economic disease of the worst kind. And it is the bounden duty of every free citizen of India to abolish it and to do his best to abolish it.

Shri M. B. Thakore (Patan): Government should do it.

Shri D. C. Sharma: When I go from Delhi, to Agra, and I see the road being built, I feel happy, but I also know that most of the people who are building that road are doing so under a system of contract labour. It is a vicious system, a system which is mediaeval, which is feudal, a system which does not suit the free India of today. Therefore, I would say that there cannot be any two opinions about the abolition of contract labour; whether it exists in docks or in PWD or anywhere else, there cannot be any two opinions about it. No person can say that this contract labour should persist; and the sooner it goes, the better it will be for my country and for the people of this country, because I think that it is the worst kind of exploitation, the exploitation of ignorance, the exploitation of poverty, the exploitation of the misery of people, and, therefore, I think that this should

[Shri D. C. Sharma]

go. But there is one thing. Our Government adopted a positive remedy for this, and it was that we should have labour co-operatives. But I must say that even these labour co-operatives have not been able to deliver the goods. They have not produced the results which they were supposed to produce. I find, while going about in my own constituency and in my own State, that most of these labour co-operatives are being run by those very persons who used to be contractors for this kind of labour. They have come in some other form now. Therefore, what can we do? We do not know what to do. But I would say that two things are possible.

One is the legal solution which my hon. friend Shri Aurobindo Ghosal has given, and I must congratulate him on advocating this cause with great ability. The legal solution is that we should make it a penal offence and we should try to bring to book all those persons who are guilty of this contract labour. He has cited so many instances from ports and other places to show this. But that will be only one of the solutions. The contractor is a chameleon. He can change his colour. He can assume many forms, and he can do many kinds of things. I think when you say that the contractor should not have contract labour, he will try to get into politics in some form. Therefore, this legal solution is one of the remedies, but I think this remedy is not going to work all along the line.

Secondly, I would say that our Minister should see to it that labour co-operative are put on a more stable and a more scientific basis. There should be a net-work of labour co-operatives all over the country.

Thirdly, I would say that the persons who have had the misfortune to be recruited as contract labour should be given all those benefits which the ordinary workmen enjoy. If this can be done by law or by some kind of Government order, I think this contract labour will come to an end. This contract labour is resorted to for the simple reason that it blesses the proprietor and also the middlemen. In other words, the curse of labour is on the proprietor and the curse of the thing is also on those persons. Therefore, I would say that Government should come forward with some legislation to ensure that whenever a man works in an establishment or in a place, he should be given all those benefits which accrue to labour, and that if he has worked anywhere for three months, he should be taken as a permanent worker. Three months' apprenticeship or three months' service anywhere should be the basis for declaring a worker as a permanent worker. If this is done, I think contract labour would cease to be remunerative to the middlemen and to those persons who employ them.

I would say that this Bill, though sponsored by a private Member, in the parlance of Parliament, is a very far-reaching Bill. My country has done a great deal for labour, and the legislation of my country is something to be proud of, so far as labour is concerned. But I would say that legislation loses much of its value so long as it is tarnished by the persence of this contract labour system. Let us abolish it; let us do away with it. Let it not figure in free India. Let it go. With these words, I support the Bill and hope that the Labour Minister will accept it.

Shri Anthony Pillai (Madras North): Mr. Deputy-Speaker, I support in principle the Bill brought forward for the abolition of contract labour. We have had quite an amount of criticism of this exploitative system of labour, and time and again very pious things have been said that contract labour should be abolished. It has been said that in a progressive State, it should be abolished. But despite all this plenitude of pious weeping, the contract labour system does not seem to

vanish; nor is there any likelihood of its vanishing in the near future.

The Mover of the Bill quoted extensively from various reports, and mentioned the extent of contract labour today. But what I would like to stress is not that the amount of contract labour is voluminous, but that it is developing at a very fast rate. It is assumed that under the Third Five Year Plan, about 15 million job opportunities are likely to be created. During the last two Plans, the increase in the labour employed in organised industry is only by a few lakhs. Therefore, out of this vast amount of job opportunities that are supposed to be created, an enormous amount of labour will be under the contract system. The increase in the number of workers employed in organised industry will be negligible.

What are the steps that are being taken, genuinely and realistically, to abolish this system of contract labour? I do not say that nothing has been done. Something has been done. But to what extent it has been effectively implemented is another question. Let us take one of the steps that have been taken to reduce the evil incidence of contract labour, namely the Fair Wages clause, in contracts, given out by public authorities. This particular clause may be there in the contract, but time and again nothing has been done to see that this clause is really implemented.

I will give a concrete example. Sometime ago a contract was taken over by the Railway from one contractor, where labour had won a dispute for an increase in wages, and handed over to Messers. Bird and Company. Now when the contract was entered into with the railways by Messers. Bird and Co., it was agreed that they would honour the Fair Wages clause, namely, that they would pay their labour the same amount of pay they were receiving previously. Despite the fact that the Fair Wages clause provides for the cancellation of the contract with Bird and Company for not implementing it, nothing has been done.

I will give another example. Labour in Madras in the coal handling section of the harbour organised itself under a trade union and succeeded in raising wages. But when tenders were called for, another contractor was given the job by the Railways and he was allowed to pay wages at a lower rate. The Fair Wages clause did not prevent that contractor from exploiting labour by paying them reduced wages.

Therefore, it is not a question of there being no provision at all to safeguard some of the interests of Contract labour. The question is the will to implement it. Again, take the question of labour employed in the ports. Many speakers have referred to the Vasist Committee's report and the evil incidence of the contract system in the port transport industry. I daresay that as regards a large section of labour in port transport as a result of a series of strikes, the system of contract labour has been almost abolished, but it has not been totally eliminated in all the ports, nor even in some of the major ports. But what amazes me is that despite the fact that the Dock Workers (Regulation of Employment) Act was adopted in 1948, with the idea of eliminating contract labour, Government have not got the will or the courage to go ahead and do away with it completely.

For the last five to six years they have talked in terms of listing labour under the Dockworkers (Regulation of Employment) Act, but to what extent, after listing labour, have they brought them under the normal, regular decasualisation scheme? Nothing has been done in regard to the problem of complete decasualisation of labour in the ports, of such categories like chipping and painting workers, baggers etc.

Apart from that—this is the point that has been stressed repeatedly by

[Shri Anthony Pillai]

other speakers—there is no necessity at all for the system of stevedoring now in India. There are only about 70 or 80 stevedore employees in this country, and after the enactment the Dock Workers (Regulation of Employment) Act, they do not perform any function whatsoever. Despite the fact that they do not perform any function, these people are allowed, these 70 or 80 contracts are allowed, to act as middlemen, amassing profits amounting to about five crores of rupees per year.

It is not merely a question of knowing what can be done, or what should be done, but also the question of the will behind it. Here, there is, I believe, a feeling that through contract labour things can be done cheaply, and therefore it is a social necessity when we have got only limited resources. In certain industries, that is certainly not true.

Again, I wish to repeat that since stevedoring is only a fifth wheel in the cargo-handling process, the continuance of the stevedoring system only adds to the cost, it does not reduce the cost.

Again, when labour was decasualised in the ports, the cost to the consumer did not go up, though several thousands of workers were decasualised. If we analyse the amount of money that is being spent under the various schemes under the Plans which are given over to contractors, we will know the vast amount of money that is being siphoned away to contractors. But again I repeat it is not a question of not knowing the extent of the evil, or not knowing the measures to remedy the evil. It is a question of will.

You will find on an analysis that this weakness that you find in the administration is largely due to political influences at the expense of the community. The stevedore employers as a whole have been corrupting some of the labour unions in the port of Calcutta, and have been the chief buttress against the adoption of the piece-rate scheme in Calcutta, which would have certainly benefited immensely both the labour and the community. Some of these stevedores are the treasurers of the Bengal Congress Party and the members of the Bengal Legislative Council, belonging to the Government party. It is because they are entrenched in very important positions in the governing party that you find this reluctance to deal effectively with this particular problem.

I am not making the sweeping allegation that nothing has been done in the matter of trying to abolish contract labour. The Madras Government attempted to abolish contract labour in the *bidi* industry by bringing forward legislation, but what has the Central Government done to help the State Government to abolish contract labour in the *bidi* industry? They could have withheld licenses from all those *bidi* manufacturers who are not willing to come under the scheme and get themselves registered. No, they did not do it. Nor did they take any steps to persuade the Governments of Kerala, Mysore and Andhra to adopt legislation of a similar character to present migration of the industry from Madras. If the Government of India was really anxious to see that in the *bidi* industry contract labour was not exploited, they could have used their good offices to ensure that the legislation brought forward in Madras State was effectively implemented.

As I said in the beginning, I only support this Bill in principle. I do not believe that by a simple legislation of this kind it will be possible to abolish contract labour, but I would suggest most earnestly that if Government are really sincere about their profession of abolishing contract labour, they should appoint some standing committee which will devise ways and means of abolishing it. There can be an amendment of the Payment of Wages Act, which will put the responsibility on the principal employer for the payment of wages.

They could amend the Industrial Disputes Act and other labour laws to enable contract labour to be covered by these particular pieces of legislation p.acing liability on the principal employer. They should provide some machinery for the principal of equal pay for equal work and the Fair Wages Clause in Contracts to be implemented. Port authorities should be empowered to take over all stewardry work. Only a standing machinery can deal with this persistent pervasive and growing evil.

17 hrs.

Shri Keshava (Bangalore City): I am second to none in rising in rebellion against this nefarious and vicious system of exploitation of workers.

An Hon Member: Provided you vote for it.

Shri Keshava: But one thing. I do not know if the remedy that has been suggested by the learned Mover is the proper remedy because it seems to be worse than the disease. I am not questioning the facts that have been narrated by him while moving the Bill. Not a syllable of the difficulties and evils of the system which have been catalogued by Shri Elias in his speech is wrong.

Shri Banerjee was pleased to say something about the MES. But the very instance he suggested at Ambala goes to show clearly that you need not call it as Money Eating Service but can call it the Most Efficient Service. They have done the best of work in Ambala. That was done departmentally. That is a very significant instance to show that this contract system must be abolished. We have been asking for it for the last 10 years and more and I wonder why, in spite of that persistent demand, Government has not been pleased to find it convenient to abolish the system.

Perhaps the difficulty lies in the fact that the proper consolidated legislative measures which is being promised so many times on the floor of the House is still to come. I say the way of abolishing this pernicious system would be to make the labour legislative enactments and their benefits also applicable to the units of contractors, that is the workers who are working under these contractors. They must also be legitimately and legally entitled to all the reliefs that we have now provided for the workers in general. That is the best way of putting an end to this system.

The other way would be to educate the labourers. Nowadays, of course, the workers are getting themselves more and more conscious of their rights and responsibilities as well. I think a little more education, a little more activity in the field of publicity among the rank and file of labour will, certainly, make the system much weaker than what it is, and I am sure it will come to an end very soon. We should also have a look-over the system of employment. If we function properly there, if only there was a proper employment exchange there, I think none of the employers need resort to this contract labour. In that way we have to overcome the evils of this contract system.

Here I take this opportunity to say that in the HMT the workers has already made an approach to the level of efficiency of the worker of the western countries; but we have not been able to pay him as well as his counterpart is being paid. Still, he has come up to that level. On the side of the workers there is nothing to complain about.

So far as having a network of labour co-operative societies suggested by Sharmaji is concerned. I think it is a most welcome suggestion. But he was also saying in the same breath that it would be serving old wine in new bottles. That would not serve the purpose. Even there education is necessary and proper men must be put in charge of the labour co-operatives. Otherwise, the evil will, certainly, continue.

[Shri Keshava]

Of course, Government is the biggest employer and as such it ought to set an example. I really cannot understand the helplessness of the Labour Ministry to make its presence felt in Government to see its way through to make this legislative enactment in favour of the workers and against this pernicious system.

Of course, as I have already submitted, the Bill is not in its proper form. Though I am entirely in agreement with the principles contained in this Bill, I would like to earnestly appeal to our Minister of Labour again that they should take notice of this matter and bring about a consolidated Bill to remove this evil altogether.

Shri Narayanankutty Menon: Sir, it will be superflous for me to say anything in justification of the principles contained in this Bill. But I will try to point out certain anomalous situations where a policy is declared by the Government and the Parliament but this Ministry works out its policy in a different way. In the chapter on labour, the draft Second Plan contained a categorical declaration that one of the aims of the Government during the Plan period was the abolition of contract labour. This House and the Government stand committed to that policy. But in all types of labour legislation, there is a total failure and total refusal on the part of this Ministry to implement this declared policy.

I had a very unfortunate experience a few months back. As representative of the Indian Delegation to the International Labour Conference, the question of abolition of contract labour came up for discussion in the petroleum committee of the ILO. I proudly pointed out that as far as my country was concerned, Parliament had already declared that it is the policy of the Government to abolish contract labour and during the course of the Second Plan, contract labour would be abolished in my country.

The motion was opposed by the petroleum employees but many of the Governments which have not already committed to socialism and whose declared policies and doctrines were capitalist in character supported the abolition of contract labour in that particular industry. It was surprising that the Indian Government delegate not only opposed this; but when poll was called by one of the capitalist Government delegates, the Indian Government delegate voted against the abolition of contract labour in this country.

My friend the Deputy Labour Minister will give as a reply to this Bill, I am sure, that the provisions of this Bill might be impracticable because it is loosely worded.

Shri Abid Ali: I will not say that.

Shri Narayanankutty Menon: I am glad about it. For certain considerations, because of the nature of certain industries, they might require contract labour. But it cannot be justified in an industry like the petroleum industry which makes the highest rate of profit. The Supreme Court declared that contract labour should be abolished in some category of industries. It is laid down by the Supreme Court that the work should be of a perennial nature, that the work should be directly related to the operations of the company and a substantial number of workmen should be unable to be retained throughout the year. Petroleum industry not only employs contract labour for many years previously but even now they are handing over sections of their industry where permanent workmen used to be employed till this year, to contract labour. This Government is a party in order to abet the activities of the petroleum companies, because in no case has the Government made any attempt to prevent petroleum companies from handing over the work contract labour. If in the Five Year Plan, as approved by this House, it is the declared policy

that contract labour will be abolished during the second Five Year Plan, how can it be said that representatives of this Government at the International Labour Conference voted against the simple proposal that contract labour should be abolished in the petroleum industry? It may be said that it is declared in the Plan and it is only a declaration at the International Conference. "It requires a further ratification of the Parliament and the Government of India", and therefore, it creates strange and anomalous situation where your representatives go to the International Conference and vote against the policy which you have publicised in your embassies and in the Plan. This also requires an answer from the Government They must say who is responsible for instructing and briefing the representatives of this Government at the International Conference to vote against the declared policy of this Parliament and the Government of India.

Secondly, quite recently, the oil companies came under fire from all parts of this House and they slashed and cut down the excessive profits; they agreed to cut down their profit during the two years. We were glad that the Government very cleverly negotiated with the companies and the companies agreed to surrender a part of their profits which again was re-absorbed into the Government exchequer by means of the excise duty. But then the oil companies turned against the workers and decided that the entire transporting system of the companies would be handed over to contract labour, and these companies signed contracts with private contractors in order to hand over the transporting of kerosene and other petroleum products from the installations to the pumps, to contract labour. The ultimate result is that at the close of the second Five Year Plan, and on the eve of the third Plan, when this Government have already stated that contract labour will be abolished, three foreign oil companies employing about 22,000 people, are handing over their own normal trading activities which is part and parcel of their work, to contract labour. This is an instance whereby the private employer, when being cornered and asked to slash its profits by one Ministry and being cornered by another Ministry by way of paying contribution to the provident fund, bonus and other amenities, takes the rescue of the loopholes of law and says, "I am employing this labour through contract labour and it is the burden of the labour to go to the courts of law in order to get contract labour abolished." Not only is the abolition of contract labour the declared policy of the Government but you will find every month either an industrial tribunal or the Supreme Court of India condemning in unequivocal terms that this system is a medieval and primitive one, namely the contract labour system and that it has no place in modern industries. I must point out that this Government—I disagree in this aspect with Shri Anthony Pillai —basically has not done anything during the second Five Year Plan to abolish the evil of the contract system.

The Government have got their Industrial Disputes Act, but the Act is so peculiarly worded that the benefit of the Act cannot be made available to labour which is not directly employed, because the definition of the word 'workman' in the Act includes the words 'directly employed'. Therefore, you will find that in every industrial dispute, when the worker asks for a bonus, the employer goes and says: "I do not employ this man. My contractor employs him." A bogus contract is signed and a contract is shown to be made with a bogus, non-existent person and when a wage increase is claimed, the man gets defeated. If the Government had been honest enough and if the Government's intentions were *bona fide*, if the Government did really want to abolish contract labour—not at one stroke because that might create difficulties—step by step by

[Narayanankutty Menon]

amending the Act, they could have given some sort of relief to the workmen. They did not do that. Therefore, I request the hon. Minister not to delay the measures and to tell us—I know very well he will not accept it—but to tell this House.....

Shri Abid Ali: Because it is not acceptable.

Shri Narayanankutty Menon: I know. I want him to tell this House if there are any practical difficulties for implementing the declared policy of the Government which was made in the second Five Year Plan, and to let us know what those difficulties are and when they propose to bring in a similar legislation or to bring in necessary amendments to the Industrial Disputes Act, to the Payment of Wages Act, to the Minimum Wages Act and also other pieces of labour legislation.

One more point and I shall have done. Four months back, my hon. friend raised a half-an-hour discussion regarding the abolition of stevedore labour in the port of Cochin. My friend, the hon. Deputy Labour Minister, was eloquent enough to say that they had taken all necessary steps and in a twinkle of the eye, they will see that stevedore labour is abolished in Cochin. He said there were some difficulties and they will get over it. Now four months have passed. The history of stevedore labour and contract labour in the port of Cochin is a history which is disgraceful to any civilised Government in any country.

In 1951, the whole matter was referred to an industrial tribunal which gave an award in 1953 that stevedore labour and contract labour should be abolished. After seven years, even though the law provides that the employer should be prosecuted for non-implementation of an award within one year of its being given, surely Government has not prosecuted itself; that is not possible, but nothing has been done to abolish the contract labour system. For that also, the House expects an explanation.

Whatever measures Government propose to take at least during the Third Five Year Plan to abolish contract system of labour should be placed before the House for the sake of posterity, so that Members like me on the eve of the fourth Plan may not have occasion to complain that the system of contract labour has not still been abolished.

श्री बालकृष्ण वासनिक (भंडारा—रक्षित—अनुसूचित जातियां) : उपाध्यक्ष महोदय, माननीय सदस्य श्री घोशाल ने इस बिल को प्रस्तुत करके एक अत्यन्त महत्वपूर्ण सवाल को उठाया है, और इस सदन में जो भाषण अभी तक हुए हैं उनको सुनने के बाद ऐसा लगता है कि यह बिल अत्यन्त महत्वपूर्ण है । परन्तु जिस दृष्टि को लेकर उन्होंने इस बिल को प्रस्तुत किया है, मैं नहीं समझता कि केवल इस बिल को पास कर देने से उनकी वह कल्पना पूर्ण हो सकेगी ।

यह प्रश्न वास्तव में कंट्रेक्टर को हटाने का प्रश्न नहीं है बल्कि प्रश्न यह है कि कंट्रेक्टर के द्वारा जो मजदूरों को भरती किया जाता है, काम पर लगाया जाता है, उन मजदूरों को पूर्ण वेतन नहीं मिलता । उन मजदूरों को वह सहूलियतें नहीं मिलती हैं जो अन्य मजदूरों को दूसरी तरफ मिलती हैं । तो कंट्रेक्टर के द्वारा जिन मजदूरों को भरती किया जाय उनको पूर्ण वेतन मिलने का सवाल है, उनको न्यूनतम वेतन मिलने का सवाल है । और मैं समझता हूं कि उन मजदूरों को जो न्यूनतम वेतन होता है वह मिलना यदि सम्भव हो जाए, उन मजदूरों को उनका जितना हिस्सा है वेतन का वह पूर्ण रूप से

मिलना सम्भव हो जाए, तो शायद कंट्रेक्टर रहें या न रहे उससे कोई खास फर्क पड़ने वाला नहीं है । तो कंट्रेक्टर के द्वारा उन मजदूरों को मिलने वाला जो वेतन है, उसका भी हिस्सा जो कंट्रेक्टर के खीसे में चला जाता है, उसको बन्द करने की दृष्टि से यह बिल लाया गया है । परन्तु मैं समझता हूं कि हमारा जो पेमेंट आफ वेजेज ऐक्ट है, और जो मिनिमम वेजेज ऐक्ट है, उनको यदि हम अधिक कार्यक्षम करते हैं तो इस बिल की खास जरूरत रहेगी ऐसा मैं नहीं समझता ।

महाराष्ट्र राज्य के पूर्वी हिस्से में बीड़ी का उद्योग एक बहुत बड़ा उद्योग है और लाखों मजदूर उस उद्योग में काम करते हैं, दो साल पूर्व वहां न्यूनतम वेतन लगाया गया और वहां मजदूरों का कुछ वेतन बढ़ गया, और हमने यह देखा कि मालिकों ने अपने कारखानों को बन्द कर दिया , जो डाइरेक्ट एम्पलायमेंट होता था उसको बन्द कर दिया और कंट्रेक्टर्स के द्वारा वह अपना काम चलाने लगे । इसलिए जो न्यूनतम वेतन था वह मजदूरों को नहीं मिल रहा है । सरकार की तरफ से इसके बारे में बार बार कहा गया परन्तु इन दो वर्षों के बाद भी जो न्यूनतम वेतन वहां के मजदूरों को लागू किया गया उसको एनफोर्स नहीं किया जाता । कहा जाता है कि मालिक लोग सुप्रीम कोर्ट में चले गए हैं, तो कोर्ट के अधीन यह सवाल है । परन्तु जब तक यह जो न्यूनतम वेतन का आदेश है उस आदेश के लिए स्टेट आर्डर नहीं मिला है तब तक वह न्यूनतम वेतन का आदेश जारी रह सकता है, उसको एनफोर्स किया जा सकता। परन्तु क्या अड़चनें हैं उसको एनफोर्स करने के बारे में यह मैं नहीं समझता ।

इस दृष्टि से मैं केवल इसी एक सवाल को यहां पर उपस्थित करना चाहता हूं और वह यह है कि मजदूरों को न्यूनतम वेतन मिलना चाहिये, इस चीज को ध्यान में रखते हुए सरकार को ऐसे मेजर्स लेने चाहिएं जिससे कि मजदूरों को पूर्ण न्यूनतम वेतन प्राप्त हो सके और ऐसी व्यवस्था होने से आज जो इस कंट्रेक्टरर्स सिस्टम के कारण अंधेरगर्दी होती है वह बुराई दूर हो सकती है ।

Shri T. B. Vittal Rao (Khammam): Mr. Deputy-Speaker, I must, first of all, congratulate my friend, Shri Aurobindo Ghosal, who has sponsored this Bill and brought to the notice of the House one of the important problems that is facing us and which we have to abolish, namely, the contract system of labour. I was also happy to see my hon. friend, Dr. Melkote, supporting the Bill . . ..

An Hon. Member: All hon. Members have supported it.

Shri T. B. Vittal Rao: I was particularly happy that Dr. Melkote supported the measure, because when he was the Minister of Public Works Department and Labour in the erstwhile Hyderabad State, I had to correspond a number of times with him without getting even a single reply about this system.

I want that the contract system should be abolished in the road-building work. Now when individual roads are being laid or roads are repaired we see that labour is recruited through contractors or the work is given on contract. There much exploitation is taking place. The workers are far away from the towns and cities, where trade union movement or political life is active. There the contractors exploit the workers by not paying them even the minimum Wages that have been statutorily fixed under the Minimum Wages Act. Therefore, I was suggesting to him to have a permanent corps in the Public Works Department, just as in the Army we have for road building purposes and others the Sappers and Miners. In the same way, for the medium and minor irrigation projects

[Shri T. B. Vittal Rao]

we should have a permanent corps in the Public Works Department, and through that corps work should be carried on departmentally efficiently and quickly. Now some of the projects are postponed because we are not able to get proper contractors, and, therefore, the labour also. Anyway, now he has welcomed it and I am very happy about it.

Secondly, in the Industrial Committee on coal mining, in the year 1959, following the decision in the Second Five Year Plan, where it is clearly stated that Government will take all steps to abolish the contract system, it was agreed to appoint a committee. Even then I pointed out that the committee, composed as it is of two members, namely, the Chief Labour Commissioner and the Mining Adviser to the Government of India, could not go into this question because the Mining Adviser is a very busy man, he has got some international obligations, he has to go every month either to Japan, Germany or America in connection with the development of mines in India and so the work will remain incomplete. Then the Government did not agree with my view and said "No he will find time". What happened in the year 1960? The Industrial Committee met but it was brought to the notice of Government in February 1959 that this Committee will not work because they have got other responsibilities. So, the Minister, Shri G. L. Nanda, said "Oh I am sorry that did not work. We will now appoint a court of inquiry to go into the question of contract system".

Then what happened? After that, after a very long time since the decision was taken, some time in April 1960, a court of inquiry was appointed. Then what happened? Unfortunately, the presiding judge of the Court of inquiry died. Two years have passed now since the decision was taken in 1959, we have no court of inquiry and the contract system is still being invoked. We have suggested that whevere the nature of work is permanent, the workers should be made permanent or temporary as per the industrial employment standing orders. This was our case. But they said, 'No' because there was some opposition to it from some quarters. A committee was appointed to go into it.

Why these people want this work to be done under the contract system is because they do not want to pay the minimum wage fixed either under the Minimum Wages Act or under any industrial tribunal award. For example, in the coal industry after the All-India Colliery Disputes Tribunal came there, the contract system was a little on the increase in order to evade the awarded rates being paid to the workers. Therefore it is clear that if we are serious about implementing what we have decided, we must seriously see to it that this system is abolished.

Mr. Deputy-Speaker: The hon Member should wind up, otherwise he is himself likely to suffer.

Shri T. B. Vittal Rao: I do not know what will stand in our way because when the decision to abolish these middlemen in Singareni Collieries, employing about 20,000 workers with 7,000 to 8,000 contract labour, was taken, overnight we could switch over and abolish it. Therefore I would strongly urge upon the hon. Minister to accept this. The Bill may be badly drafted here or there. But let them come forward with another Bill and we will support it.

Shri Abid Ali: Sir, I am one with hon. friends who are genuinely anxious to see that the workers get their dues and that there should be no deficiency in the payment to the employees who are employed by contractors. But the arguments advanced here are mostly based on the reports which resulted from investigation undertaken long ago. The position has considerably improved and the enactments, agreements since then and awards have ensured considerable safeguards for the workers.

Taking the arguments advanced by the hon. Member from Cochin first,

he was complaining that we did not keep to our promise with regard to the implementation of the Dock Labour Board scheme at Cochin Port. I remember very distinctly that when he asked me as to when this would be enforced, I said 'not before the end of the current year', whereas he said that I promised that it will be implemented during the year itself.

Shri Narayanankutty Menon: You made that promise in 1960.

Shri Abid Ali: I said 'not before the end of the current year'. These were my words.

Shri Narayankutty Menon: That was not abolished and this is 1961.

Mr. Deputy-Speaker: He said 'not before the end of that year'.

Shri Abid Ali: I also am anxious that it should be implemented there, but there are difficulties—not on our part. There is difference of opinion between the two unions of the workers which exist there. We have been trying to bring them together, but still the tangle continues. I wish it tends early.

About the meeting of the ILO, I submit that our representative was briefed by us and what he said there was on the basis of what has been mentioned in the Second Five-Year Plan. What he has said was correct and he was rightly briefed. What the hon. Member said with regard to the Second Five-Year Plan was not based on correct information or correct reading or remembrance.

Shri Narayanankutty Menon: I read the English copy.

Shri Abid Ali: The Second Five-Year Plan recommended that in the case of contract labour the major problems are regulation of their working conditions and ensuring for them continuous employment. It said:

> "For this purpose it is necessary to:—
>
> undertake studies . . ."
>
> etc.
>
> ". . . determine cases where responsibility for payment of wages, ensuring proper conditions of work, etc . . ." and all that;

It was not immediate or forthwith abolition—and to

> "secure gradual abolition of the contract system where the studies show this to be feasible, care being taken . . ."

and so on and so forth.

So nowhere in the Five Year Plan is it mentioned that contract labour should be abolished forthwith.

Shri T. B. Vittal Rao: Gradually.

Mr. Deputy-Speaker: The gradual process is going on!

Shri Abid Ali: With regard to what the hon. Member, Shri T. B. Vittal Rao, said, he himself has mentioned that the presiding authority who was entrusted with this inquiry concerning coal labour died. Perhaps, if he had not died, by this time we would have received the report. But we are entrusting this work to another officer.

Shri Anthony Pillai: When did he die?

Shri Abid Ali: He died perhaps two months back only, not two years back. And we have not neglected that matter.

About the workers in the collieries it is not true that they are not receiving the benefits of the award. We have ensured that workers under the contractors also should receive the emoluments fixed by the tribunal, of course, those who are in regular work —about those in constructional and other similar work, nobody will have any dispute. Regarding their number, some hon. Members said that it is very huge. It should be between 16 and

[Shri Abid Ali]

20 per cent. But a substantial number of them is already covered by the award and enactments applicable to workers who are otherwise employed by the principal employer.

Similarly, about cement, there was an agreement in the tripartite meeting, and the Wage Board which has submitted its report last year does not make any differentiation between the workers who are directly employed and those employed by the contractor, for the purpose of processing.

Shri Narayankutty Menon: But how will they get the benefits given by the Wage Board if the employer refuses to pay?

Shri Abid Ali: They will get. And the hon. Member was wrong when he said that the Industrial Disputes Act is not applicable to contract workers. It is applicable. We have given tribunals for workers who are employed by the contractors. They are directly employed: the contractor becomes the direct employer of the workers who are employed by him. Although the hon. Member is a lawyer I am sorry he could not appreciate that difference.

Shri Narayanankutty Menon: I said regarding principal employer.

Shri Abid Ali: As regards a contractor who has employees, for the purpose of workers employed by him, he is the principal employer. We have given tribunals, awards are there, and these have benefited the workers.

Shri Narayanankutty Menon: It is not my fault if you don't understand.

Mr. Deputy-Speaker: Order, order.

Shri Abid Ali: Thank you; if you are not understandable, I cannot help it.

With regard to stevedore workers, we have Dock Labour Boards in Bombay, Calcutta and Madras. Stevedores may have or may not have functioned; we are not concerned with that for this purpose. We are concerned that the workers should get the amounts due to them according to the present system of wage structure in India, that is, workers working in the docks also should have their dues. For that purpose these enactments have been brought. If the Calcutta workers have refused to be covered by the piece-rate system, the leaders who so advised them are to be thanked. But so far as Bombay is concerned, hon. Members will be glad to know that on one single day a worker earned Rs. 85 as wages. So to that extent we have been able to help the workers. Today, the consumption of milk in the Bombay dock is the highest compared even with areas where most moneyed people are residing. To that extent, the Labour Ministry has been able to enforce the enactments.

Mr. Deputy-Speaker: Has the hon. Minister compared that with the consumption of milk inside Parliament—in the milk bar?

Shri Abid Ali: Members of Parliament may take tea. Most of the dock workers in Bombay have left tea and they have taken to milk.

17·36 hrs.

[MR. SPEAKER *in the Chair*]

It was said that we are not abolishing the contract system because one or two congress members in Bangalsare in legislatures there. It is unfortunate that hon. Members here should make such a statement. Of course, the Congress is a big organisation. It is not a small body. Every sort of persons of all avocations are in the Congress. But, the question is whether our leadership has its own principles and these are followed or not. Such people cannot influence us or our leadership. One hon. Member said that we are not following our own principles. We know what are our principles, our policy and programme. I may only request the hon. Member who made this reference

that he may follow at least one principle, the principle of being loyal to his country.

Mr. Speaker: The principle of being loyal to one's country?

Shri Abid Ali: That is a principle which some hon. Members forget sometimes.

Shri Narayanankutty Menon: He cannot speak on anything except bringing in the question of loyalty.

Shri Abid Ali: Reference was made to the non-payment of dues to the contract workers and non-availability to them of the provisions of the various Labour enactments. Again, the hon. Member who made this statement was wrongly informed. Because, the Industrial Disputes Act, the Minimum Wages Act, the Workmen's compensation Act and several other enactments do apply to workers irrespective of their being employed by the principal employer or by a contractor or through a contractor.

Shri T. B. Vittal Rao: May I know if the Employees Provident Fund Act is applicable?

Shri Abid Ali: That Act is not applicable even to a good few of the workers who are directly employed.

Shri Muhammed Elias: What a wonderful argument?

Shri Abid Ali: The workers in the coal fields who are employed by contractors get provident fund. That, the hon. Member knows.

About constructional workers also a reference was made. I submit, it is not possible, it will not be possible to abolish the contract system in constructional work completely. Reference was made about Bhakra Nangal, that after the work is over, they are asked to go away. What else to do? Should we have no Bhakra Nangal or no Hirakud or no Tungabhadra because after the work is completed, the workers will be asked to go away? What we have done is, we have appointed a Co-ordinating officer. He finds out where workers are to be retrenched and as far as possible, they are shifted from one project to another. Also some compensation is secured for them. But, some workers do not want to go from one area to another. They prefer to go home.

I am thankful to the hon. Member from Calcutta who has mentioned a list of amenities and privileges which the Congress Government has been able to secure for the workers.

Shri Muhammed Elias: The workers have forced the Government to do that.

Shri Abid Ali: It is good that in condemning one system, he has praised the other. Indirectly he has appreciated the good work that we have been able to do. So far as the law is concerned, it does not differentiate between this system of work and that system of work. Our attempt is to reduce the system of contract work to the minimum and see that the workers engaged by the contractors should have proper and legal protection to the maximum extent possible. That is the policy of Government, and we shall adhere to it and try to ensure all that is due to the workers.

I oppose the Bill. I hope that after this explanation, the hon. Mover will be satisfied that there is no room for accepting the proposed Bill. If he does not withdraw this Bill, then I would request the House to reject it.

Shri Narayanankutty Menon: May I seek one clarification? When I said that the declared policy of Government as enunciated in the Second Plan is abolition of contract labour, the hon. Minister was pleased to correct me by saying that it was gradual abolition of contract labour. Now, we are on the eve of the Third Plan. I would request the hon. Minister to point out a single instance where because of Governmental action, contract labour has been

[Shri Narayanankutty Menon]

abolished in any industry or in any unit of an industry.

Shri Abid Ali: Again, the hon: Member is wrong. I did not say that that was the last of the things. I might read out to him an extract from the Second Plan in this connection. The Second Plan recommends that:

> "In the case of contract labour, the major problems relate to the regulation of their working conditions and ensuring them continuous employment. For this purpose it is necessary to:
>
> (a) undertake studies....
>
> (b) examine where contract labour could be progressively eliminated.....
>
> (c) determine cases where responsibility for payment of wages, ensuring proper conditions of work etc. could be placed on the principal employer in addition to the contractor;
>
> (d) secure gradual abolition of the contract system where the studies show this to be feasible . . .".

This is the extract from the *Second Five Year Plan* to which I would again invite the attention of the hon. Member.

Shri T. V. Bittal Rao: The hon. Minister said that the court of enquiry which was appointed would go into the abolition of contract labour and recommend measures. That judge has died, and it has been entrusted to some other officer.....

Shri Abid Ali: It is being entrusted.

Shri Aurobindo Ghosal: Though I am very glad that all sections of the House have supported this Bill, at the same time, I regret that I could not evoke any response from the hon. Minister because he has had nothing to say of the abolition of the contract labour system. If it is not at all a bad system, or if it is a tolerable system, then why should Government adopt this principle of abolition of the contract labour system?

As far as I have been able to understand the hon. Minister has said two things, one being improvement in working conditions, and the other being the applicability of the Industrial Disputes Act. Perhaps, he is wrong in both these things, because, it has already been held by the Supreme Court, as I have pointed out earlier, that the employees of a contractor cannot be considered as workers, because they have got no direct connection with the original management they may be considered as workers in relation to the contractor, but it is difficult to get the contractor accept the obligations flowing out of that.

In this connection, I would like to draw the attention of the House to the judgment of the Industrial Tribunal at Calcutta, which has been gazetted on 16th February, 1961. At page 507 of the *Calcutta Gazette* dated the 16th February, 1961 this judgment has been published.

This is a case in which Messrs. Bird & Co, one of the kings of contractors, is concerned. The very same issue of the aboiltion of the contract system of labour was referred to the tribunal in 1955, and that tribunal recommended at that time as follows:

> 'I call upon the Company to reduce the employment of contractors' labour and to absorb them gradually in its permanent strength so that in course of time the contract labour system may be done away with."

In 1961, on the very same issue, another tribunal has given the following judgment:

> "Apparently in spite of that recommendation which had no obligatory force the position had remained unchanged, and the Company did not increase the number of the permanent employees by

absorption of some of the workmen as were employed by the contractors."

This is the advance that has been made during these six years. In spite of the pious wishes of the award of the tribunal, no advance has taken place in regard to the abolition of the contract system.

Now, as regards the location of responsibility, how to do it? How to find out who is the employer? The same tribunal has stated:

"I am satisfied on the point that the workmen are not being fairly paid by the contractors. Besides, they do not enjoy the benefits which they could have obtained, upon proper enforcement of the labour laws. It appears that the Sardars are appointed for short period and new persons come in, to take up the place of the outgoing Sardars on the expiry of the period of the sub-contract. It becomes thus all the more difficult for the workmen to get any redress of their grievances on a fair basis, likely to have an enduring effect."

That is the problem. That can be considered, as to how to get hold of the employer as contractor.

I would have been glad if the hon. Minister had accepted this Bill.

Mr. Speaker: Should I put the motion to the vote of the House or is he withdrawing the Bill?

Shri Aurobindo Ghosal: I am not withdrawing it.

Mr. Speaker: The question is:

"That the Bill to abolish the system of supply of labour through a middleman or a contractor be taken into consideration".

The motion was negatived.

17.47 hrs.

BUSINESS ADVISORY COMMITTEE
SIXTY-SECOND REPORT

Shri Rane (Buldana): I beg to present the Sixty-second Report of the Business Advisory Committee.

17.47½ hrs.

INDUSTRIAL DISPUTES (AMENDMENT) BILL

(Insertion of new Chapter VAA) by Shri T. B. Vittal Rao:

Shri T. B. Vittal Rao (Khammam): I beg to move:

"That the Bill further to amend the Industrial Disputes Act, 1947, be taken into consideration".

Through this simple measure, I want to provide retirement benefits to the workers. I have said that workers in industrial establishments, when they retire or are forced to retire or die, shall be paid by the employer gratuity or retirement benefits which shall be equivalent to one month's average pay for every completed year of service or any part thereof in excess of six months. I confine this measure only to workers in the private sector. I have two reasons for not extending it to the public sector. One is that in some public sector industries, there is a scheme of gratuity, and especially with the award of the Second Pay Commission, much of the dearness allowance has been merged with the basic pay, which gives the workers a higher gratuity, as for instance, in the railways. The second reason is that if I have to extend it to workers in the public sector, I will have to obtain the sanction or recommendation of the President for moving for the consideration of this Bill. I did not like that the Bill should be delayed. Therefore, I have restricted it to those employed in the private sector.

My Bill, if accepted by this House, will benefit nearly 25 lakh workers in factories, that is, 25 lakh workers engaged in the private sector—the

[Shri T. B. Vittal Rao]

figure is given roughly—5 lakhs engaged in mines and a little over 10 lakhs engaged in the plantation industry. The question of comprehensive social security measures to the Indian workers has been engaging the attention of trade unions, and Government also, for some years, because in the Second Five Year Plan the integration of various social security measures was to be studied. Though this was adopted by Parliament in 1956, the Government took well over a year to appoint the committee, and the committee produced a report in 1958. I will mention only one or two aspects of that committee's recommendations which are relevant to my Bill.

Even in the integrated system which that study group has recommended, they have envisaged payment of gratuity—in some cases of four months full pay, and six months in some cases where the worker has put in a longer period of service. It is not a new thing that I am asking for the worker. It is the responsibility of the community to see that the worker who has given his labour and skill to the community, who has served the best part of his life, is adequately provided for when he retires.

In France it is said that it is the duty of the society, it is the duty of the country to take care of those who are disabled and cannot earn. So, a worker, after putting in a service of 10, 15 or 25 years, should be well looked after.

For instance, the other day I was calculating what a worker gets under the Coal Mines Provident Fund after he retires. In 1959 the claims of 11,000 workers were settled. When I worked out the average, it came to Rs. 150 to Rs. 160. This is what he gets after putting in such a long period of service. This is according to the annual report which has been given to us on the working of the Coal Mines Provident Fund. Therefore, though in the long run that measure will be of some benefit, in the meantime I want this gratuity also to be paid so that the worker, when he retires from service, may be adequately provided for.

Can therebe a better climate and atmosphere for introducing this measure than the present time? Let us look at production. In our country, production has increased. Let me take mineral production, figures for which are given in the Monthly Abstract of Satistics. I have got only the statistics relating to the month of November, 1960. This is a very useful document produced by the Cabinet Secretariat, but this is rather very leisurely printed, because the latest we have is of November, 1960 though we are in March. In page 71 of the report it is stated that mineral production, with base as 1951, has increased to 125·6 in 1959. Industrial production has also increased considerably.

Before going to the profits earned by the various public limited companies, I want to point out one important thing, namely the internal resources used by these various public limited companies for capital formation during the last decade. This is how the companies are being benefited by the work that has been put in by the industrial worker. During the period 1951 to 1955, on an average Rs. 69 crores per year were used for capital formation. This is according to the Reserve Bank Bulletin. In 1956 it was Rs. 117 crores, in 1957, Rs. 83 crores. There was a recession in the textile industry in 1957; even then Rs. 83 crores of internal resources were available to these public limited companies for capital formation. In 1958 there is a big jump to Rs. 103 crores. This is what is given in the Reserve Bank Bulletin. So, by the efforts of the workers . . .

Mr. Speaker: You mean private limited companies?

Shri T. B. Vittal Rao: No; public limited companies—jointstock companies which are public. Only for that

we get figures from the Reserve Bank Bulletin. For others we do not get somehow. I do not know why they are not being compiled. This is only a section of the public limited companies.

And for 1959, the Reserve Bank was good enough to reply that the figures are not yet available. I hope they will be able to compile them quicker.

Then I come to the other aspect—of industrial profits. Taking 1950 as base 100, the gross profit including depreciation is 168 in 1958. Distributed profits is 146 taking 1950 base as 100. I have also got figures from the Reserve Bank regarding the foreign controlled companies in India which have remitted profits. It is a little over Rs. 20 crores every year reaching to Rs. 25 crores in the year 1958.

Industrial profits have increased. Internal resources for capital formation have increased. Now, let us come to the other aspect, productivity. I will not say anything except to read a few lines from a statement made by Shri H. V. R. Iengar, the Governor of the Reserve Bank of India, in one of his addresses. He is a very experienced man; he was connected with our Commerce and Industry Ministry as Secretary; then he was Home Secretary; and now he is the Governor of the Reserve Bank. And, this is a very responsible statement. He has stated:

> "In the Hindustan Machine Tools, the running statement of monthly labour efficiency shows that, whereas in September, 1955, 4·20 Indians turned as much as one Swiss, the figure had gone down in August, 1959 to 1·57."

My latest information is that an Indian worker is equal to a Swiss worker in the Hindustan Machine Tools.

> "Considering that more than 60 per cent of the workers were recruited only in the last two or three years when the factory decided to put on shifts and that most of them are still under training, the performance is by no means unsatisfactory; and within a relatively short period, the Indian worker will equal the European in efficiency in a high precision job to which he had not been previously accustomed."

This machine tools is a high precision job where the Indian worker is equalling a European.

> "In the Integral Coach Factory at Perambur, the first batch of coaches were produced in 1955 and the factory took 19,648 man-hours per coach against the figure in Switzerland of 6,500 man-hours. Today the Perambur figure has been reduced to 8,519 and it is expected that it will soon come down to 6,750. It is clear that, given the same equipment and initial period of training and reasonable working conditions, the Indian workman has the capacity to be as good a workman as anywhere else in the world."

This is what was stated by Shri H. V. R. Iengar in one of his speeches.

Mr. Speaker: Is he reading for the public sector?

Shri T. B. Vittal Rao: I am quoting.

Mr. Speaker: Has the hon. Member much to say?

Shri T. B. Vittal Rao: Yes, Sir.

Mr. Speaker: Then he may continue the next day.

The House will now stand adjourned till 11 A.M. on Monday.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, 13th March 1961/Phalguna 22, 1882 (Saka).

[*Friday, March* 10, 1961/*Phalguna* 18, 1882 (*Saka*)]

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CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

4183-85

Shri Karni Singhji called the attention of the Minister of Irrigation and Power to the recent floods in Ghaggar river resulting in extensive damage to crops in Suratgarh Farm and adjoining areas and the steps taken to control the same.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim) made a statement in regard thereto.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE—*contd.*

PAPERS LAID ON THE TABLE

4185-87

(1) A copy of each of the following papers :

(*i*) Annual Report of the Indian Refineries Limited for the year 1959-60 alongwith the Audited Accounts and Comments of the Comptroller and Auditor General thereon, under sub-section (1) of Section 639 of the Companies Act, 1956.

(*ii*) Review by the Government of the working of the above Company.

(2) A copy of each of the following Notifications, undes sub-section (4) of Section 43B of the Sea Customs Act, 1878 :

(*a*) G.S.R. No. 212 dated the 25th February, 1961.

(*b*) G.S.R. No. 213 dated the 25th February, 1961.

(3) A copy of each of the following Notifictions under sub-section (4) of Section 43 B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960 :—

(*a*) G.S.R. No. 214 dated the 25th February, 1961.

(*b*) G.S.R. No. 215 dated the 25th February, 1961.

(4) A copy of Notification No. G.S.R. 309 dated the 1st March, 1961, under Section 38 of the Central Ex-

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cises and Salt Act, 1944, making certain further amendments to the Central Excise Rules, 1944 .

(5) A copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various Sessions of Second Lok Sabha .

(*i*) Supplementary Statement No. II — Twelfth Session, 1960.

(*ii*) Supplementary Statement No. VI — Eleventh Session, 1960.

(*iii*) Supplementary Statement No. XI — Tenth Session, 1960.

(*iv*) Supplementary Statement No. XIV. — Ninth Session, 1959.

(*v*) Supplementary Statement No. XVI. — Eighth Session, 1959.

(*vi*) Supplementary Statement No. XXIV. — Fifth Session, 1958.

(*vii*) Supplementary Statement No. XXXV. — Fourth Session, 1958.

BILL PASSED . . . 4192-94

The Deputy Minister of Railways (Shri Shahnawaz Khan) moved for consideration of the Appropriation (Railways) Bill, 1961. The motion was adopted. After clause-by-clause consideration the Bill was passed.

DEMANDS FOR GRANTS (RAILWAYS), 1961-62 . 4194—4277

Further discussion on Demand No.1 in respect of Budget (Railways) 1961-62 continued. The discussion was not concluded.

REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED . . 4277-78

Seventy-eighth Report was adopted.

PRIVATE MEMBERS' BILLS INTRODUCED . . 4278

(1) The Essential Commodities (Fixation Regulation and Control of Prices) Bill, 1960 by *Shri Narayanankutty Menon.*

(2) The Land Acquisition Amendment) Bill, 1960 (*Amendment of Section 4*) by *Shri N. Keshva.*

(3) The Political Sufferers Aid Bill, 1961 by *Shri Aurobinde Ghosal.*

PRIVATE MEMBERS' BILL NEGATIVED . . 4279-4337

Further discussion on the motion to consider the Abolition of Supply of Labour through Contractors Bill moved by Shri Aurobindo Ghosal on 24-2-61 continued Shri Aurobindo Ghosal replied to the debate. The Motion to consider the Bill was negatived.

REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED . . 4338

Sixty-second Report was presented.

PRIVATE MEMBERS' BILL UNDER CONSIDERATION 4338-42

Shri T. B. Vittal Rao moved that the Industrial Disputes (Amendment) Bill (*Insertion of new Chapter VAA*) be taken into consideration The discussion was not concluded.

AGENDA FOR MONDAY, MARCH, 13, 1961/PHALGUNA 22, 1882 (Saka)— Further discussion on the Demands for Grants in respect of Budget (Railways) 1961-62 and voting of the demands.

GMGIPFD—LSII—2134 (AI) LDS—20-3-61—900